

The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



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

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**F i s h e r s W i n A g a i n !**

# From the President

By Jeff Clark, Interlake #1370



One clear highlight of the Hoover Nationals was the Wednesday evening celebration of a triple anniversary: 80 years for the Interlake Class, 60 years for Customflex Inc., and 50 years for Terry Kilpatrick building

Interlakes. Gathered on the back porch following dinner, there was no mistaking the genuine affection and respect the assembled members showered on Terry, his wife Karen, and the entire Customflex team. To be sure, Terry's anniversary is bittersweet for the class – as many of you know, Terry let the Board know a while ago that it was time to transition the boat-building operation to a new builder.

Terry has documented layup schedules and other building details to pass on, and the ISCA years ago migrated the official class plans to a CAD format. Most recently, we appointed a Transition Committee that will be working closely with Terry to find a worthy successor to carry on the One-Design excellence of the Interlake boat. The goal of the ISCA will be to make that transition happen in the best possible interests of the Class.

So this will be a year of transition, and new business decisions, but the changes should present opportunities as well. We are a healthy regional class poised to grow back into the clubs around Lake Erie that the Interlake was designed for, as well as expand into the states bordering our current geographic area. Let's commit to growing our existing fleets, reviving inactive fleets, and founding fleets in new venues in the Northeastern U.S. (but don't be surprised if the next new fleet is in Florida!). We should do our very best to have three additional Interlake fleets by the end of 2017.

Within the next two months, the ISCA will publish a Request For Proposal for interested builders. If you know a potential builder we should contact, please share your thoughts with the Chair of the Transition Committee, Steve Aspery. This is a critical time that must be handled well – we do not want to look back at this as a missed opportunity, or fall into the class-builder problems that some other classes have experienced.

We have been blessed like few other classes in the quality and longevity of our builder, and we were extraordinarily lucky that fate granted us the chance to celebrate the closing of this era, with Terry, on this anniversary. So Thank You, Terry, and Thank You all for helping to make this a great transition for the Class!



Jeff Clark at Nationals

Photo by Dave Alvarado

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Cover photos: Matt and Stu Fisher sailing fast at Hoover Nationals.

Photos by Lisa Kreischer



## FISHERS WIN NATIONALS ON WATER BUT COMPETITORS WIN ON SHORE

*By Matt Fisher, HSC Commodore, Interlake #1174*



The 2016 Interlake Nationals were hosted by Fleet 24, Hoover Sailing Club. The fleet and the club members really knocked the ball out of the park to put on an outstanding regatta and ensure that the competitors had a great time. The wind was sometimes light, but the Race Committee, led by Steve Harris and many Hoover Sailing Club volunteers was able to get in 6 good races, most with the wind above what was forecasted.

A month ago, I was going to sail the Nationals with my wife Lisa crewing. Then my son Stu was able to take time off from his new job and I thought I was going to crew for him. On the Monday before the regatta, Sailflow showed 1-2 mph out of the southeast for the 3 days of the Interlake Nationals so Stu delegated steering to me. The moral of the story is that Sailflow is not always right. We had one race where it was 1-2 and the rest of the races were in the 4-10 range. Stu and I had a great time together and I will get into that later.

It seems that when the Nationals are up on Lake Erie some of the inland lake sailors are not comfortable sailing on big water and when the Nationals are on an inland lake some of the lake people don't like the shifty breeze. But the turnout at Hoover was outstanding.

There were 12 boats in Womens and Juniors, 31 in the Championship fleet and 14 in the Challenger fleet. The 12 boats in the Women and Junior championships on Wednesday before the Nationals is the most anyone of this generation can remember. Cindy Elmore won the Women's Nationals and Scott Trask won the Junior Nationals.

On Wednesday night there was a celebration for 60 years of Customflex being the boat builder of the Interlake class and 50 years of Terry Kilpatrick as the owner of Customflex. It was said several times by the speakers, but the Interlake Class is incredibly fortunate to have a high quality builder like Terry for so many years. The new boats are beautiful, and 35-45 year old + boats are doing very well in regattas and fleet racing - this balance has contributed to the stability and growth of the class. It was a great evening as many people gave thanks to Terry and Karen and we all felt appreciative of their efforts.



The first day of the Nationals was strange for Hoover as some of us locals felt like we were not at our home waters - we had about a 30 minute rain downpour as all of the boats sailed out to the race course and as I write this, we haven't had another drop of rain at Hoover since that day. The wind seemed like it was coming out of the forecasted direction - southwest at the start, so it seemed like it was going to be a good race. After one lap the wind shut off and we drifted the last 20 minutes of the race. We were able to get off the starting line cleanly on port and lead the first leg but were passed by Scott Savage downwind and he held until the finish. Scott's brother AJ was 3rd and Steve Aspery with Scott Trask and Nadia Reynolds

*Continued on page 4*

crewing were 4th, Bryan Parker with his wife Tiffany and cousin Seth 5th.

We sailed in for lunch and the wind looked like it wanted to stabilize out of the southwest. Stu and I again were able to get off the line cleanly on port and had a good battle with last year's champion Wes Blazer sailing with his teammate Paul McCallister, and Ryan Kyle sailing with Bob Durkin. Ryan was in his beautiful, refurbished 45+ year old boat and was going very fast. When it is blowing out of the southwest at Hoover you sometimes think it will swing right through the day. That wasn't the case for the 2nd race; puffs and lifts were coming in from the left and Ryan was launched and long gone. Wes was 2nd, we were 3rd, Phil Montgomery was 4th and Mark Presley was 5th.



There was a 3rd race that was started as the breeze was softening and then totally shut off at the weather mark. The RC called the race off when the fleet was part way up the second beat. 1/2 the fleet thought it was a good decision and 1/2 was concerned; we were all drifting for the last 2 legs of the race but I have learned, believe it or not, to keep my mouth shut until everyone stops talking about the race.

Thursday night was fun. The Hoover fleet put on their famous "seafood boil". Everyone loved it. The meal was fun and casual. After dinner we were entertained by Tim Cullenen with "Interlake Jeopardy". It looked like it took quite a lot of work on Tim and Team R's part to put this together, and truly had moments that were hilarious. Everybody had a good time and Tim needs a big thanks for taking the effort to plan such a great evening.



Alex Trebek... or Tim Cullenen?

Friday again was light out of the southwest. We had good starts again and this time it did work to get to the right of the fleet. We were able to get 2 firsts in the morning races with Scott, Wes, AJ & Nate Ireland getting 2,3,4,5 in the first race and AJ, Wes, Steve, and Mark Presley getting 2,3,4,5 in the 4th race. The wind actually had puffs to nearly 10 in the second race as Stu and I were hiking pretty hard and actually had the vang on tight.



I'm choosing to not get into the leg by leg tacks for races 3 & 4 and what we were thinking so as not to bore you too much. At the risk of stating the obvious, starts are critical at Hoover because the reservoir almost becomes "river like" when you get a lead. For the most part, the fleet can't split too far because there is a shoreline that will force the tack. Hoover runs basically north and south and when the wind is a little to the right of the south on the reservoir (west southwest direction) one can hit the left side, but it does not work as often as the right does. So in the deal with Stu where I would skipper this regatta, Stu said I had to work on my starts which have been less than stellar in the last couple of years. At the awards on Saturday evening I chose to dumb down my explanation of this interaction and quoted from the movie "Talladega Nights" rather than crying like I have the last couple of awards when we do well. Sailing the Interlake is emotional for our family since we are sailing my Dad's boat and he loved the class and Terry so much.

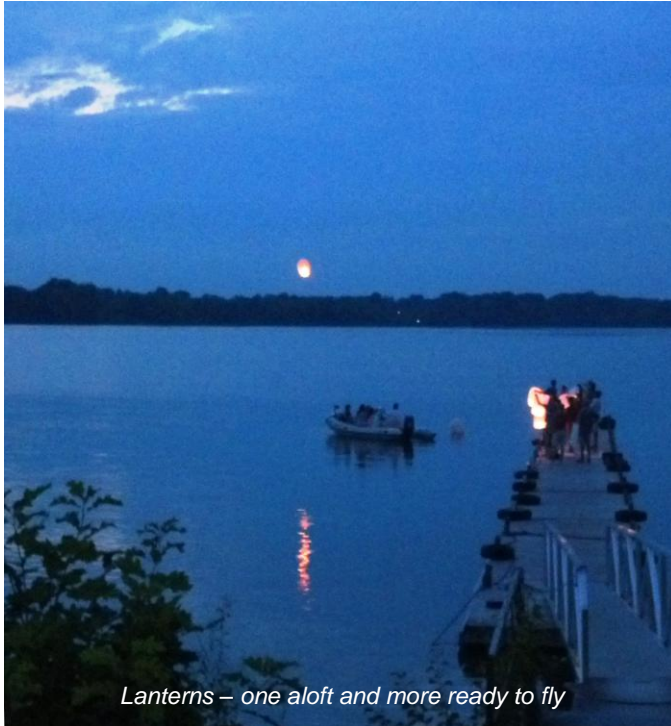
So after Stu and I looked up the course before each race with 3 minutes to go and chose the tack we wanted to begin our approach with, Stu would give me (unrepeatable in print) coaching on how to get more aggressive at the start. It truly worked, as we had 3 port tack starts in the first 5 races and were always in the top 3 at the first weather mark for the first 5 races. Friday was key to getting good starts and then staying in lifts and puffs up the beat. We weren't really playing the right side but took puffs over to the right and came back on starboard on good lifts.

Friday night was taco night put on by the Ohio State Sailing team. Even the participants from up north participated in making the OSU team more competitive

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in being able to buy new sails. The tacos were great and most of the entire fleet stuck around to tell stories and watch as Steve Aspery led the lantern launch during a beautiful sunset at Hoover.



*Lanterns – one aloft and more ready to fly*

On Friday evening the scores — with a throw out — were a lot closer than what may look like at first glance. With a throw out, Fishers had 7, Wes had 8, Scott had 9, AJ had 9, and Steve A had 15. Without a throwout we were in very good shape, but the forecast looked pretty good for Saturday so we were confident we would get 2 more races so that we would get a total of 6 races which would allow a throw out. We thought there would be 2 races and to see what kind of score we needed we gave each of the 4 boats in 2nd through 5th 2 firsts for Saturday to determine where we would have to finish. We needed at least a third in one of the races to win the regatta. Wes would basically be tied with us if he won the first race Saturday.

Saturday looked a lot like Friday but as we sailed out the wind died. Steve Harris smartly chose to wait about 90 minutes to start the 5th race. The wind was up and down and had 60 degree shifts. A couple competitors did not understand the wait as normally for Hoover club races, if there is a ripple on the water we are starting. This was the last day of the nationals and Steve wanted

a fair race. We looked up the reservoir and saw another breeze line moving down towards the start. If anything it looked like it was from the right. I got my coaching from Stu with about 2 minutes to go. The 5th race got started and we were about 1/3 of the way from the pin, maybe even more in the middle than close to the leeward end. We were able to be on port at the gun and sailed on a lift on port for about 1 minute and then got a 20 degree header and a puff that put us on starboard with about a 1 minute lead about 3 minutes after the start. We did notice that Wes and Scott were in 5th and 6th. We were able to hang on to win the race and Craig Tovell and Jeff Clark were 2nd and 3rd with Jamie Jones and Joe Hurst 4th.

So we won the regatta after the 5th race. It was about 1:15PM and the cut off was 2:00PM for the last start. We knew there would be only one more race which we could throw out but we wanted to sail because the conditions were fun and we didn't want to look cocky by sailing in. For the 6th race there was quite a points battle between Scott and Wes for 2nd. There was also quite a battle on the starting line and we got caught up in a mess and wanting to be the kinder gentler person we tacked away to avoid the mess. Bryan Parker won the last race followed by Scott which gave Scott and Jeff Jones second in the regatta.

It was a successful Nationals. Jamie Jones was regatta chairman and had lots of help especially from his wife Kristen. See page 10 to see all of the volunteers who helped out with the regatta. I also am commodore this year at Hoover and I was really proud how the non-Interlake members volunteered for a lot of the help that was needed and also the committees that made our club look great. We really appreciated everyone who attended and hope all teams had a great time.

I especially want to thank Stu for sailing with me. He is great teammate and without his coaching we would not have won.



*Photos this article by Lisa Kreischer, Dave Alvarado, and Lisa Aspery*

# 2016 Interlake Nationals Championship Division



#2 Scott and Jeff



#1 Stu and Matt

Photos by Lisa K

Sail #	Skipper, crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points	Place
1174	Matt Fisher, Stu Fisher	HSC	2	3	1	1	1	(11)	8	1
1340	Scott Savage, Jeff Jones	HSC	1	(11)	2	6	6	2	17	2
1081	Wesley Blazer, Paul McCallister	SSC	(19 TLE)	2	3	3	5	10	23	3
1293	AJ Savage, Jill McCaughan	LYC	3	13	4	2	(25)	5	27	4
1435	Steve Aspery, Scott Trask, Nadia Reynolds	HSC	4	7	7	4	7	(17)	29	5
1133	Craig Tovell, Tyler Cullinan	HSC	6	6	6	(17)	2	13	33	6
923	Bryan Parker, Tiffany Parker, Seth Parker		5	8	13	(25)	12	1	39	7
1276	Jamie Jones, Joe Hurst	HSC	10	9	14	(14)	4	3	40	8
1382	Mark Presley, W Grubb	HSC	(19 TLE)	5	8	5	16	7	41	9
842	Ryan Kyle, Bob Durkin		19 TLE	1	12	(19)	9	12	53*	10
1370	Jeff Clark, Tim Cullenen	HSC	7	(22)	15	20	3	8	53*	11
1439	Steve Nearing, Dave White	LYC	12	15	10	13	(20)	4	54	12
1332	Bob Bradley, Betsy Bradley	NCYC	11	17	11	9	8	(18)	56	13
952	Nate Ireland, Bridget Ireland, PJ Blonski	HSC	19 TLE	(19)	5	8	11	15	58	14
1424	Mike McClinchie, Scott Graham	HSC	17	20	9	7	(22)	6	59	15
1417	Thomas Humphrey, Anne Humphrey		8	16	(26)	10	18	23	75	16
1411	Bob Sagan, Glen Gordon	GTYC	19 TLE	10	21	11	(28)	22	83*	17
1433	Bill Sanderson, Cara Bown, Oliver Davies	MSC	18	24	16	12	13	(25)	83*	18
1338	Philip Montgomery, Dave Smith Montgomery	SSC	19 TLE	4	28	22	14	(32 DNC)	87*	19
1317	Clark Chapin, Chuck White	PYC	19 TLE	12	22	(23)	15	19	87*	20
1240	Carolyn Tanner, Cindy Elmore, Diana Evans	LYC	13	(25)	20	15	23	16	87*	21
1298	Jeff Tyndall, Rob Kerr	HSC	15	18	24	18	(24)	14	89	22
799	Ben Terrien, Liz Terrien	LYC	19 TLE	(26)	19	21	10	21	90	23
1254	Tom Fee, Scott Bennington	HSC	9	23	18	24	17	(24)	91	24
1418	Chad Headlee, Stephanie Garner	HSC	14	14	27	16	(29)	26	97	25
558	Rob Fox, Spencer Fox	NCYC	19 TLE	(28)	23	27	21	9	99	26
1360	Thane Morgan, Bruce Tran	ISC	19 TLE	21	17	26	19	(27)	102	27
1229	Jeff Bodie, Larry Thompson	GTYC	19 TLE	27	25	(28)	27	20	118	28
902	Tom Wills, Sue Wills	MSC	19 TLE	(30)	29	29	26	28	131	29
1330	Liz Wilber-Vignal, Erick Vignal, Grace Yingling		19 TLE	29	30	30	32 DNC	(32 DNC)	140	30
1383	Mark White, Lisa Kreischer	HSC	16	32 DNF	32 DNS	32 DNS	32 DNC	(32 DNC)	144	31

\* Ties broken on A 8.1, first best score



## 2016 Interlake Nationals Challenger Division



Photo by Lisa Kreischer

Sail #	Skipper, crew	Club	R 1	R 2	R 3	R 4	R 5	R 6	Points	Place
1324	Scott Solsman, Steve Rendina	HSC	2	1	1	1	3	(8)	8	1
1289	Rob Ciccotelli, Adam Sturgeon	HSC	3	3	(8)	2	4	7	19	2
1267	Brittany Mosgo, Emily Robinson	HSC	8	(8)	5	5	1	1	20	3
1209	Mike Mirachi, Don Schregardus	LYC	(7)	4	4	6	5	5	24	4
1333	Rob Frink, Heather Parsons	HSC	5	(10)	9	8	2	3	27	5
1312	Dwight, Nicholas & Dylan Robertson	HSC	6	2	2	3	15 DNC	(15 DNC)	28	6
766	Tim Parker, Will Parker	LS&YC	1	7	3	4	15 DNC	(15 DNC)	30	7
1375	Charles Vasulka, Mark Tomasi	HSC	9	6	7	(9)	8	2	32	8
1391	Will Miller, Cam Friedauer	HSC	4	(13)	12	12	6	4	38	9
1405	Ron Seiter, Erin Seiter	HSC	10	9	6	(10)	9	6	40	10
1415	Bill Kotys, Jamey Fisher	HSC	(11)	5	10	7	10	9	41	11
661	John Hctor, Ed Yingling	HSC	12	14	13	13	7	(15 DNF)	59	12
1228	John Muller, Jim Matcham	HSC	14	12	11	11	15 DNC	(15 DNC)	63	13
1292	Rick Jarzembowski, Bill Henderson	PYC	13	11	15 DNS	15 DNS	15 DNC	(15 DNC)	69	14

## 2016 Interlake Nationals Women's Division



Photo by Dave Alvarado

Sail #	Skipper, crew	Club	Race 1	Race 2	Points	Place
1240	Cindy Elmore, Carolyn Tanner	LYC	1	1	2	1
1332	Betsy Bradley, Bob Bradley	NCYC	3	2	5	2
925	Bridget Ireland, Tami Schroeder, PJ Blonski	HSC	2	5	7	3
1267	Tara Foster, Marguerite Fall	HSC	5	3	8	4
1433	Cara Sanderson-Bown, Bill Sanderson, Oliver Davies	MSC	6	4	10	5
1276	Brittany Mosgo, Emily Robinson	HSC	4	7	11	6
1330	Liz Wilber-Vignal, Erick Vignal, Grace Yingling		7	6	13	7

## 2016 Interlake Nationals Juniors Division



Photo by Dave Alvarado

Sail #	Skipper, crew	Club	Race 1	Race 2	Points	Place
1435	Scott Trask, Nadia Reynolds	HSC	1	1	2	1
681	Brendan Savage, Michael Savage	LYC	2	2	4	2
1312	Nicolas Robertson, Dylan Robertson, Dwight Robertson	HSC	3	3	6	3
1418	Clayton Headlee, Chad Headlee, Stephanie Garner	HSC	4	4	8	4
661	Zoe Hctor, Sarah Hctor, Molly Jones	HSC	5	5	10	5

# 2016 Interlaker of the Year The Customflex Team



*Photos by Dave Alvarado*

We were pleased and proud at Interlake nationals this year to be able to celebrate 60 years of Customflex and 50 years of Terry Kilpatrick building Interlakes. The class awarded Terry a beautiful barometer with a handmade base by Tim Parker, constructed with the teak from one of the original Customflex Interlakes. The class further honored Terry and everyone who has made Customflex great by awarding the Interlaker of the Year award to everyone at Customflex. These awards could have been granted simply on the basis of longevity and would have been well earned, but it is important to note that the awards were earned by Terry's constant commitment to our class, by Customflex's commitment to the quality and consistency of our boats, and by the central roles that Terry and Customflex have played in the survival and continuing success of our class.

Terry's passion for the Interlake and the class's well-being are demonstrated in his willingness to build a reasonably priced, high-quality boat and by ensuring that our old boats maintain their value by keeping the construction of the boat consistent over the years. Boats that were built 30 and 40 years ago are still competitive with new boats today which is a tremendous testament to the one-design philosophy of the Interlake and to Terry's performance as a boat builder. He has been more than a builder; he has been a central figure in our class and an outspoken defender of our one-design nature.

By Steve Aspery

Terry travels much to support the class. He has done so for decades/always. In addition to Nationals, Midwinters and many other regattas, he has also traveled to help grow new fleets. Ten years ago I asked him to

come up to Ludington and Shelby Michigan (Hamlin and Stoney Lakes) to meet and help new and prospective Interlakers. His response was an enthusiastic "Absolutely. What would you like me to do?" He would bring along his portable boat building shop and work on boats on the spot. Swapping stories while sharing food and drink. Nobody had ever heard of a builder doing this. Terry did it with ease, grace and sincerity. His style. (Of course Karen was always along to keep him in line.... :)

A main part of the bid for 2014 US Sailing: Sears Cup Finals was that the builder would be on hand. By the end of the event, Terry and his helpers had the fleet in better shape than it began. The US Sailing officials made repeated comments to me about how incredible it was that the builder was on hand with tools.

Thank you Terry for your years of sincere dedication anywhere there are Interlakers. By Bob Sagan





## FROM THE BUILDER

The 2016 Interlake Nationals at Hoover was the perfect venue to celebrate a number of significant milestones for the Class, my wife, and myself. The gifts and entertainment were greatly appreciated. Time passes much too quickly when you enjoy your work. For me, fifty years seems like only yesterday. The people Karen and I have met and befriended in the class are and will always be part of our lives.

After much discussion with Karen, we have decided to retire from building Interlakes. Physically, the past year and a half has taken its toll. My recovery from a near fatal car accident has not been easy, and we need to devote all our efforts to return to a normal life, in our retirement years. The unexpected death of Michael Plodzick on June 29, 2016, also placed a tremendous burden on our shoulders. He had worked for Customflex since 1976.

Since 1976, Customflex has produced boats under a licensing agreement, which has been renewed at prescribed intervals. The primary objective was to establish a sound business relationship between the two parties. In addition, there are procedures on how either party can withdraw from the contract.

The time has come to pass the project on to a new builder. I will be working with the Transition Committee to provide technical assistance and tooling, molds and hands-on expertise, for their start up. We must insure that the new Interlakes are exactly like my last ones.

Thank you for the opportunity to be your Interlake builder. It's been a real honor and pleasure.

Terry and Karen



# 2016 Hoover Nationals Volunteers

Interlake Fleet 24 thanks the army of people who helped to make Interlake Nationals 2016 successful and fun! We apologize to \_\_\_\_\_, who we forgot to list ☹. We couldn't have done it without you all!

**Chairman** Jamie Jones

**National Race Committee**

Jeff Clark  
Matt Fisher  
Jimmy Ward  
Clark Chapin  
Tim Parker

**Measurement**

Mike McClinchie  
Scott Savage  
Jeff Clark  
Jeff Jones  
John Hoctor  
Rob Ciccotelli  
John Wolfe  
Nate Ireland  
Bill Kotys  
Bruce Tran  
Phil Nelson  
John Muller

**PRO** Steve Harris

**Race Committee**

Larry Hurst  
John Church  
Mike Collins  
Mark Andrew  
Chris Fogle  
Fred Lawrence

**Protest Committee**

Nancy Zangerle  
Larry Hurst  
Fred Lawrence

**Registration** Lisa Aspery

Mark Presley  
Chad Headlee  
Tyler Cullinen  
Scott Solsman  
Eleanor Speelman

**Scoring** Kathy Trask

Sarah Hoctor

**Kristen's Kitchen Krew**

Kristen Jones  
Barb Hurst  
Lisa Aspery  
John Krieger  
Peggy Krieger  
Lynne Allison  
Lynn Savage  
Kathy Trask  
Heather Parsons

**Apparel** Heather Parsons

**Babysitting** Lynn Savage

**Clean up** Jeff Tyndall

**Clubhouse** Dwight Robertson

**Data Guru** Mike McClinchie

**Finance** Lisa Aspery

**Logistics** Matt Fisher

**Logo Design** Sarah Hoctor

**Sponsorships** Jeff Jones

**Trophies**

Rob Frink / Beaumont Metal Works  
John Muller / Muller Pipe Organ  
Dee Wolfe  
Tim Cullenen

**Food Truck**

Tim Cullenen / Timmy's Meltdown  
Heather Parsons  
Dana McGinnis

**Beermeisters**

John Krieger  
Tim Cullenen

**Wednesday Grillers**

Jeff Tyndall  
Craig Howell  
Charlie Vasulka  
John Krieger  
Mark Sulc

**Boil Masters**

Jamie Jones  
Scott Savage  
Joe Hurst  
Larry Hurst  
Steve Aspery  
Jeff Clark  
Jeff Jones  
Rob Ciccotelli  
Jeff Tyndall

**Interlake Jeopardy**

Tim Cullenen  
Jeff Clark  
Clark Chapin

**Friday Fiesta** OSU Sailing Club

**Lantern Launch Leader** Steve Aspery

**Housing/Camping**

Lisa Kreischer  
John & Peggy Krieger  
Steve & Lisa Aspery

**Photography**

Dave Alvarado  
Lisa Kreischer  
Mark White (expert driver)

**Extra dock sections** HSC Docks committee

**Fixer of the rest** Jeff "I've got a guy" Tyndall

**Donations – Thank You!**

**Customflex** – Wednesday free dinner

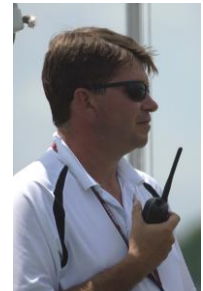
**Customflex** – Tote bags

**Barry Bagels** – Bagels and cream cheese

**North Sails** – string bags

**APS** – Jeopardy prizes

**Gill** – Water bottles





## Three Simple Go-Fast Rules

Write these three easy-to-follow rules on your deck before your next race. Stick to them, and I guarantee they'll never steer you wrong.

*By Steve Hunt, Sailing World "From the Experts", July/August 2010 issue*

It's easy to overcomplicate sailing, because it can be a pretty complex sport if you want it to be. That's why, come race day, I stick to a few simple rules that keep me focused on the things that really matter. I have three rules that have never failed me, and I continually drill them into the young minds of the Point Loma High School sailing team. And if the rules can work for a bunch of fast-sailing teenagers, then they ought to work for you, too, right? Let's review them one at time.

### 1. Sail in more wind

If you ask someone who has never been on a sailboat, how to make one go faster, they could probably tell you without much thought, "sail in more wind." That's true, and it amazes me how many racing sailors do not give this one fact utmost priority. If you gain nothing else from this article, please make "sailing in more wind" your top priority this year.

How do you do it? Remember this basic tenet: dark patches on the water represent more wind. Wearing polarized sunglasses really help you see the distinction between puffs and lulls on the water. Before a race, I like to stand on the boom and scan the course for the most wind—if you're dinghy sailing, simply stand up to get a higher vantage point. Ben Ainslie looks for wind when he's at his highest point during a roll tack in his Finn. Just as he hits the hiking straps and is fully extended in the air, he gives the course a quick scan.

The key here is to be constantly asking yourself, "Am I sailing in the most wind available?" If not, make a change.

Having an open lane (with no other boats disturbing the wind in which you're sailing) gives you more wind as well, probably more than you can imagine. Wind follows the path of least resistance; it will flow over and around groups of boats, just as it does around a building or a mountain. The key point to remember is: the bigger the group, the greater the effect, so avoid packs of boats, and you'll have more wind. That's pretty simple, right?

If someone tacks or jibes on you and closes down your lane, don't sit there going slow; do something about it and find a better lane. Often, people sailing in open lanes appear faster and you wonder whether it's their sail trim or sailing technique that's giving the edge. It's not—they have more speed because of their lane. (Think of it like driving on the freeway: when you're

stuck in a cluster of cars you can only go so fast, while the guy in the open passing lane is blazing past.) The only time I consider sailing in a bad lane is when the wind is very shifty and the potential gain from the next shift outweighs the loss of speed from sailing in bad air. A 20- to 30-degree shift with pressure may justify sailing in bad air briefly. The other 98 percent of the time, make sure you're sailing in a big lane.

### 2. Sail to the mark

Now that you're sailing in the most amount of wind and avoiding big packs of boats, you should be sailing toward the mark.

Typically, your heading on one tack or jibe will point your bow more toward the mark than the other. This is the lifted tack upwind and the headed jibe downwind. The fundamental rule of thumb is to tack on the headers upwind and jibe on the lifts downwind. Doing so puts you on the "long tack" to the mark. The greater the wind shifts, the easier it is to see which tack is longer. Sometimes, if the course is set well and the wind direction is steady, it's difficult to tell which tack is favored. If that's the case, you've got one less thing to worry about because each tack is pretty even, so stick to Rule No. 1.

If the wind is shifting or the course isn't square, which happens often, I always ask myself, "If I were to tack or jibe right now, would I be aiming more toward the mark?" This helps me make sure I am always on the long tack. If I am not sailing the long tack, I make sure there is a very good reason. Actually, because I adhere so much to the above rules, an internal alarm goes off when I'm not sailing toward the mark. "Warning, warning, you are not sailing towards the mark. You better be right because this is often bad!" The longer I sail away from the mark, the louder the alarm.

When do you not sail toward the mark? There are, of course, exceptions to the long tack rule (as with any other): You can sail the short tack when: You're sailing toward more wind, getting a better lane, or sailing towards a significant gain, such as favorable current or a geographic shift. The other exception is sailing into a heading persistent shift, but these are somewhat rare. The exceptions occur about 10 percent of the time, the other 90 percent of the time you should be sailing toward the mark.

*Continued on page 12*

### 3. Keep it simple

Keeping it simple means avoiding crowds, not tacking or jibing too much, and avoiding drama. Most good races are clean and simple. Minimizing maneuvers is pretty straightforward—they often slow you down, so doing fewer of them will help you go fast. In other words, sail straight and sail fast.

Drama can rear its ugly head in a myriad of situations. By way of explanation, I'll give an example of something all too familiar. You're sailing downwind on starboard jibe. You're in a nice puff and aiming towards the mark. Life is good. Then, there's a boat approaching on port that can almost cross you but can't quite make it. Rather than heading up to go behind them and waving them across, you holler, "Starboard!" and at the last second, you bear away, crash jibe, and hail, "protest." You get tangled up with the port boat, and after a bit of arguing they spin, while you jibe back onto starboard and continue on towards the mark. Nice job. Now what exactly did you just gain?

You may have won the skirmish, but you've made an enemy and lost sight of the big picture. While you were messing around, exercising your rights as a starboard tack-yacht, and feeling good about yourself, the rest of the fleet was sailing fast toward the mark.

The point is: minimize the drama and have fewer maneuvers. You'll get around the course in less time (you'll also have more fun and maybe even pick up an "I owe you" for later.)

Next time you find yourself looking for a game plan, or stressing too much about the minor stuff like the jib-lead position, or one turn on the lowers, make sure you are in the most wind and aiming at the mark before you do anything else! You don't have to be perfect; just stick to these three rules and you'll find yourself on the podium more often.

#### **\*\*Pro Tip \*\***

What if you're on the long tack but there is more wind somewhere else. Should you leave the long tack for more wind? This is often a tough call, and you have to weigh the gain from the wind versus the gain from staying on the long tack and heading towards the next shift, if any. These types of decisions are tough, and you have to do the best you can and base your decision on what you've experienced. If you don't think the wind will shift back much, go for the wind; if the long tack will take you toward a nice shift, stay on the long tack.



Nationals start photo by Lisa Kreischer



# Class News

## 2016 Interlake Great White Northern Championship

Grand Traverse Yacht Club, Traverse City, MI

June 25, 2016

By Bob Sagan, Fleet Captain, Interlake #1411

Temps in upper 80s, sun, winds in the teens, gusts to 22 knots from the SW (read, no waves) made a perfect start with a predictably small fleet. Many venues find turnout the year following Nationals down and we followed the trend. Those who were there were treated to great sailing, great sportsmanship, fabulous food and camaraderie.

GTYC has been hosting the SEARS CUP Finals and other major regattas (such as IL NATS 2015) and the benefit of that is that our RC/SUPPORT boat program is stronger. The fleet of seven Interlakes with 15 sailors had four support boats manned by ten volunteers. Thank you to PRO Eric Lind and all RC volunteers for the smooth running of all races.

Shifty, puffy and variable...i.e.: most everything ... describes the conditions over the racing period. Starting with strong winds, then in R3 there became some holes in the wind as conditions changed. By R5 the max was 10 with light spots to be found. Much could be said about the tightness of competition, but I think the fact that there was a 3 way tie for 2<sup>nd</sup> place sums it up nicely!

In the end Jim Menzies with Bubba Poppa won the regatta and the Master's division. Jim sailed great all day. Consistently smart and fast. His one low score was when he and I match raced on what we thought would be the last race of the day (R4).

Dinner was potluck with BBQ chicken and corn on the cob by Louie Rodriguez. The meal was in keeping with GTYC's standing as a great place to eat ☺

Lastly, thank you to my 13-year-old daughter Marija for crewing and bringing along another 13-year-old girl with her. The screams as the cool water sprayed on them each time we hit boat wake were fun for the entire fleet. Truly a good time.

{Note to event / race planners: Most of the competitors mentioned, "I was ready to be done after 4 races." (our races lasted @ 40 min) Many volunteers mentioned to me that on the last race the performance and body language level dropped off noticeably in the final race. Oops happens, but we will remember that the focus is on fun, and sailing skill, not Volvo Ocean Race mental fortitude.}

Sail #	Skipper	Crew	Club	R1	R2	R3	R4	R5	Total
1363	Jim Menzies	Bubba Poppa	GTYC	2	2	1	5	1	11***
1411	Bob Sagan	Marija Sagan, Olivia Craig	GTYC	1	1	5	4	5	16
1402	Chris Branson	Louie Rodriguez	GTYC	6	4	3	1	2	16
1377	Tom Young	Lisa Rodriguez	GTYC	3	3	4	2	2	16
1229	Jeff Bodie	Larry Thompson	GTYC	5	6	2	6	3	22
1290	Bob Cornwell	Loren Newton	GTYC	4	5	6	2	7	24
1372	Dick Hirtreiter	Jim Hirtreiter	GTYC	7	7	7	7	6	34

\*\*\* Master's Champion (also)



Photos by Julie Davidson of Quantum Sails

# Indian Lake Regatta

Indian Lake Yacht Club, Russells Point, OH

July 9 – 10, 2016

By Dan Graf, Fleet Captain, Interlake 1393

The Indian Lake Regatta was sailed July 9-10. Nine contenders participated in the Interlake fleet and eight contenders participated in the Lightning Fleet. Strong winds on Saturday were challenging and the heavier crews prevailed. Bill Sanderson ruled the day with three bullets. On Saturday evening the traditional and outstanding fish dinner was served. Sunday morning was a wash as the wind gods must have slept in. Facing nothing but drifters, the RC canceled the remaining races. Trophies were awarded based on Saturday's results.



Boat #	Skipper	Crew	Club	R1	R2	R3	Total	Place
1433	Bill Sanderson	Cara Bown, Oliver Davis	MSC	1	1	1	3	1
1178	Mark Boucher	Jim Boucher	LYC	2	2	3	7	2
799	Ben Terrien	Ryan Clarke	LYC	3	6	2	11	3
1428	Barb Dillon	George Long	ILYC	4	4	5	13	4
1427	Chip Wood	Bill Monsma	ILYC	5	3	6	14	5
1393	Dan Graf	Marlene Graf	ILYC	7	7	4	18	6
766	Seth Parker	Ernie Michael	LSC	6	5	7	18	7
1385	Pat Tynan	Jenny Tynan	ILYC	8	10	10	28	8
1114	Jonathan Eckels	Jeff Eckels	ILYC	9	DNS	DNS	29	9





# George Fisher Memorial

Hoover Sailing Club, Westerville, OH  
June 18 – 19, 2016



Boat #	Driver	Crew	R 1	R 2	R 3	R 4	Total	Place
1174	Stu Fisher	Matt Fisher	9	2	1	1	13	1
923	Bryan Parker	Tiffany Parker	2	1	7	3	13	2
1267	Jamie Jones	Lisa Aspery	1	4	5	4	14	3
1383	Mark White	Lisa Kreisher	5	3	4	5	17	4
1370	Jeff Clark	Tim Cullenen	17	5	2	2	26	5
1240	Dick Evans	Carolyn Tanner/Cindy Elmore	4	7	9	7	27	6
1305	Alan Freeland	Jim Cottle/Carol Freeland	6	11	3	10	30	7
1298	Jeff Tyndall	Rob Kerr	14	6	6	6	32	8
1254	Tom Fee	Scott Bennington	3	12	14	13	42	9
799	Ben Terrien	Liz Terrien	8	15	11	9	43	10
1418	Chad Headlee	Stephanie Garner	7	8	13	20	48	11
1424	Mike McClinchie	Margaret/Maddie	10	20	8	12	50	12
1360	Thane Morgan	Bruce Tran	12	14	18	11	55	13
1439	Steve Nearing	Dave White	13	10	10	24	57	14
1229	Jeff Bodie	Nancy Fox	16	18	16	8	58	15
1178	Jim Boucher	Mark Boucher	18	9	19	15	61	16
1408	Mitch Banchefsky	Jessica Banchefsky	11	19	12	19	61	17
1324	Scott Solsman		19	16	15	18	68	18
558	Rob Fox	Spencer Fox	20	17	21	14	72	19
1375	Charlie Vasulka	Michelle/Sam Jones	15	22	20	17	74	20
1289	Rob Ciccotelli	Adam Sturgeon	21	21	17	16	75	21
1333	Rob Frink	Heather Parsons	23	23	23	21	90	22
1405	Ron Seiter	Erin Seiter	22	24	24	24	94	23

# Cleveland Race Week

Edgewater Yacht Club, Cleveland, OH  
June 18 – 19, 2016



Pos	Sail	Boat	Skipper	Club	R 1	R 2	R 3	R 4	R 5	Total
1	1384	WhiteOut	Brad Balmert	SSC	1	2	1	2	1	7
2	1081	Hot Rod	Wesley Blazer	SSC	2	1	2	1	2	8
3	1382		Mark Presley	HSC	3	5	3	6	3	20T
4	1417	Patronus	Thomas Humphrey	ISCA	4	3	4	4	5	20T
5	1433	Go For It	William Sanderson	MSC	7	4	7	3	7	28
6	1248	What?	Kevin Bracy	SSC	6	6	6	5	6	29
7	766	Bawtiginish	Tim Parker	LS&YC	5	8	5	7	8	33
8	1183		Tyler Cullinan	HSC	8	7	8	8	4	35

## Eight Bells - Gary L. Savage



Gary L. Savage left this life surrounded by family and supported by love on Friday, August 5, 2016. Gary's life began on May 25, 1939 in Middletown, Ohio. Lebanon, Ohio was his playground under the watchful eyes of his mother, Geraldine, and the entire town. His interest in aviation began early with model airplanes. It grew, as evidenced by trophies and awards. His first plane ride was a gift for his 11th birthday and from this blossomed a 50 year career in aviation in Columbus, Ohio.

After service in the US Air Force, Gary and his wife, Jan, settled in Worthington with their growing family. Sailing became the young family's recreation, led by Gary's enthusiasm. The "second home" of the Savage family was (and is) Leatherlips Yacht Club where they have been members since 1968, and where Gary served as Commodore in 1987. For 26 years the Savage Family Regatta has been held – in which 5 sons and grandchildren vie for bragging rights! Gary enjoyed racing his "big boat" on Wednesday nights with his friends at the Alum Creek Sailing Association. Gary's pride in his sons was immense and he loved to spend time with them, working on projects (boats, cars, home maintenance, etc.) or speculating about the future.

God speed, Gary! You have given us wings to soar with you!

## Lorain One-Design Regatta

Lorain Sailing & Yacht Club, Lorain, OH

July 16, 2016

Sail #	Skipper	R 1	R 2	R 3	R 4	Points	Place
1384	Brad Balmert	1	1	(2)	1	3	1
1433	Bill Sanderson	(3)	2	1	2	5	2
766	Tim Parker	2	3	3	(5)	8	3
972	Rich Wismer	(4)	4	4	3	11	4
902	Tom Wills	(5)	5	5	4	14	5
1330	Liz Wilber	6	6	DNF	(DNS)	20 (t)	6
1186	Fon Peters	7	7	6	(DNS)	20 (t)	7





# Interlake Sailing Class Association Board Meeting, Hoover Sailing Club Minutes, July 28, 2016

## Attending:

Tim Parker, President  
Jeff Clark, Vice President,  
Tom Humphrey, Secretary, Web Site (interim)  
Mark Presley, Past President  
Mike McClinchie, Measurer  
Bob Sagan, Marketing  
Steve Aspery, Intercom  
Thane Morgan, VP-Indiana & East  
Terry Kilpatrick, Builder  
Dwight Robertson, VP-S. Ohio  
Jeff Bodie, VP-Michigan

Called to order 4:55 pm

**Secretary:** ISCA holds \$35,503.81 in current assets, including \$8,470.36 in Boat Grant funds. Boat Grant increased approximately \$1000 on the sale of Hull 1066 and acquisition of Hull 1330 for less money. Membership generally steady.

**Measurer:** Successful event at Hoover, all boats measured in the early afternoon. Discussed the merits of pre-measurement and planning to implement the same at future National regattas.

**Web site / Intercom:** Web Site has been modified to cross-post Facebook page content, to use social media for news content, with mostly static links for information on the class web site. The Board is actively seeking persons with interest in electronic publishing, to in the long term convert the web site and Intercom to one seamless publication.

**Boat Grant:** Hull 1006 was donated. The hull has been evaluated by Customflex, and deemed not worth repair. Motion passed unanimously to convert 1006 for parts and dispose hull.

Board unanimously approves expenditures up to \$250 on any one Boat Grant item, if authorized by the Boat Grant chair and marketing VP. Board will create a budget line item for Boat Grant expenses.

**Marketing:** Working to coordinate new promotional videos, to be produced by Skip Dieball and Scott Savage; tentatively directed to vang sheeting and general boat setup.

**Builder:** The Transition Committee will meet soon to begin preparing a plan for builder succession. The committee expects to report a recommendation by the Poltergeist Board meeting.

**Michigan:** Bodie will be following up with TCYC members of 2015 who are not renewed.

**S. Ohio:** Robertson thanks everyone for coming to the Nationals and reports smooth operation of the event.

**Indiana / East:** Morgan reports a challenging season of weather thus far in Indianapolis. However, Indianapolis fleet is seeing an encouraging influx of younger sailors.

**New Business:** Board accepted the resignation of McClinchie after 2016 Nationals. Motion passed unanimously to appoint Tim Parker as new Chief Measurer as of the end of the 2016 Nationals.

Adjourned 5:50 pm

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# Interlake Sailing Class Association General Membership Meeting, HSC Minutes, July 28, 2016

Secretary's report delivering the same membership and financial information given to the Board,

**Election** of Jeff Clark as new President, Wes Blazer as new Vice President and continuation of Tom Humphrey as Secretary/Treasurer.

Announcement of the appointment of Tim Parker as the new class measurer.

Remarks of thanks, congratulations and celebration of Terry and Karen Kilpatrick and Customflex on 50 and 60 years of service to the class.



*Among the many families sailing together at Nationals - the Evans women and the Robertson men*

**Interlake 658** – Excellent condition and race ready! Completely restored by Denny Dieball with varnished floorboards, flat deck (no seats), cut down centerboard with new teak, and Lightning style 2 for 1 jib block system. I purchased the boat in 2006 and it has been sailed very little since (moved to Colorado in 2009). Light blue hull with light gray decks. Class legal weight. Air bag floatation (new bags purchased in 2008). Two sets of North Sails in good shape. Brand new Sailors' Tailor hull and mooring cover that has only seen the sun for 3 months – otherwise the boat has been stored inside a heated garage. \$3,000 dollars but will entertain serious inquiries with reasonable offers. Boat is located in Huron, Ohio and can be seen on a moment's notice. Contact Will Kruger at (330) 606-7593 or via email at kruger.will@gmail.com

**Interlake 646** – 1968 Boat purchased from prior owner in 2009 for \$750. Had been stored in attached garage by prior owner. Boat has been stored outside since 2009. Sails and mast have been stored in heated garage. Centerboard was replaced with stainless in 2010. Also has trailer. Just have not used to justify boat storage. Asking Price: \$800 obo. Contact Joseph Dawson at (419) 266-1808 or via email at jpdawson55@bex.net

**Interlake 501** – in Sandusky. Comes with two sets of sails. 100% of sale price goes to the Sandusky Junior Sailing Program. Asking Price: \$1,000.00 Contact Hank Boissoneault at (419) 357-1044 or via email at Sansesupply@aol.com

**Interlake 202** – needs some tlc, all sails in bags, located outside Charlotte,NC. Started out as a project but a divorce got in the way don't have time and would like to find it a decent home other than a dumpster will consider trades. Asking Price: \$750.00 Contact alan doeberl at (704) 622-7978 or via email at adoeberl@gmail.com

**Interlake** – Recently sailed and in very good condition. 2 sets of excellent, lightly used North sails, and three spinnakers. Lots of extra hardware and good trailer. Ready to go! Asking Price: \$2000 firm. Contact Lisa Shambaugh at (614) 561-4044 or via email at lisa.shambaugh@gmail.com

**Interlake** – complete boat all hardware present, 2 sets of sails, boat needs hull repairs. Asking Price: \$50.00 Contact David Spohn at (847) 546-5154 or via email at D-b-s@sbcglobal.net

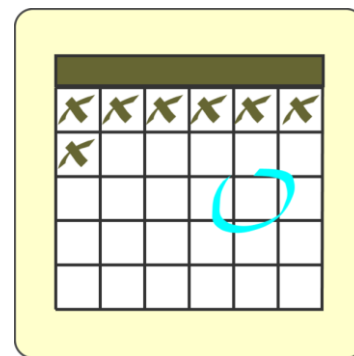
**Sails, boom, rudder** – I have 4 mains and 2 jibs for sale. The 2 north mains and 2 north jibs are in good condition. The other two mains would be good practice sails. I also have a boom and fiberglass rudder. I am open to any offers. Asking Price: \$100 Contact Jayson miller at (321) 777-7011 or via email at racewk96@aol.com

**Centerboard, rudder** – Aluminum centerboard and aluminum rudder from now defunct 729. T.K. declared both to be sound. I'd hate to condemn to scrap yard if there's any boater out there who'd put them to use. Make offer. Asking Price: \$0 Contact David Teall at (419) 865-1004 or via email at dmtee1118@gmail.com

**Centerboard** – aluminum centerboard from an Interlake - I think it was a 1977. Shipping would be extra or I could arrange to deliver it within 250 miles from Houghton MI for a fee. Asking Price: \$150.00 Contact Brian Waters at (906) 523-4798 or via email at bjwaters30@att.net



Gary and Jan Savage were proud to watch grandsons Brendan and Michael sail their Interlake in Junior Nationals.



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## ISCA OFFICERS

### President

Jeff Clark 614-487-8787  
Columbus, OH  
jeffc1370@yahoo.com

### Vice President

Wes Blazer  
Milan, OH  
blazerwes@yahoo.com

### Secretary/Treasurer

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

### Chief Measurer

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

### Intercom Editors

Lisa & Steve Aspery 614-841  
Worthington, OH -1846  
LAspery@columbus.rr.com  
saspery@darifill.com

### Past President

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

Dwight Robertson  
Galena, OH 814-504-3712  
Robertson@velocity.net

### VP Indiana / East Coast

Thane Morgan 317-250-2259  
Greenwood, IN  
tjmorgan@alum.mit.edu

### VP Michigan

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

### Interlake Class Historian

Mike Muhn 419-202-3282  
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 #10 Indian Lake YC

Dan Graf 419-738-9437  
Wapakoneta, OH  
dcgraf@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

Brad Balmert 440-670-5065  
Lorain, OH  
bradb1384@yahoo.com

### Fleet #22 Portage YC

Brook Smith 734-730-5992  
Pinckney, MI  
bsmith@bmspc.com

### Fleet #23 Leatherlips YC

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

### Fleet #24 Hoover SC

Jeff Tyndall 614-554-1586  
Westerville, OH  
jtyndall59@yahoo.com

### Fleet #28 Indianapolis SC

Thane Morgan 317-250-2259  
Greenwood, IN  
tjmorgan@alum.mit.edu

### 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  
mtrmdavis@gmail.com

### Builder

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

### Webmaster

NEED VOLUNTEER!!

## Classified Ads:

**Interlake 1268** – Lightly used and ready to go. Stepped deck. Cut down trunk. Two sets of sails. Light – last time inspected 20 lbs added. Inside winter storage. Good trailer and cover \$3,500. Rob Miller. 614-634-2022. anotherrobmillier@gmail.com

**Interlake 1266** – 1983 with seated deck. White hull, good to excellent condition; very fast and turns on a dime. Previous Nationals winner. Rigged for single handed also. Kept covered when not in use. Galvanized trailer and many accessories. Set to sail. Includes two spinnakers and six large totes full of extra parts and tools. Two brand new tires and wheels for trailer. Also have titles for trailer and boat. Lost job back in October 2015 and only took it out 4 times last year. Need to sell. Located in Bloomington, IN. Asking Price: \$3800 Contact Thomas Bloodgood at (317) 828-8898 or via email at tcbloodgood4@gmail.com

**Interlake 1184** – 1979, Good boat with cut down centerboard, 2 sets of newer lightly used North sails, 3 spinnakers, fixed and kick rudders, good trailer, stored inside, Lots of extra hardware and older cover for dry sailing with mast up. Diagnosed with melanoma and don't see much sailing in my future needs to go to someone who will get more use and enjoyment of a good older boat. Asking Price: \$2000 Contact Ben Sippel at or via email at farmer@sippelfamilyfarm.com

**Interlake 1170** – 1978 Raced through 2014, sailed six times 2015. Two sets of sails - main, jib, & spinnaker. Trailer and cover included. Taken out of water each sail event.

Ready to sail. Asking Price: \$2,300.00 Contact Paul Sandstrom at (614) 915-1125 or via email at soapsand@att.net

**Interlake 1112** – Year 1977, white hull and deck with long seats – no rear deck, one main, jib and spinnaker, forestay tension lever, Harken mainsheet cleat with ratchet block, classic floatation, classic centerboard trunk, mainsail reefing, paddle, cockpit cover, trailer with parking jack and spare tire \$990 (Summary available upon request). Asking Price: \$990 Contact Midwest Sailing at or via email at rl@chartermi.net

**Interlake 981** – 1973, seated hull. I bought this boat with a close friend in 1998. He died suddenly and I have not had this boat in the water. It has been sitting under a carport since then. The boat is in good condition. I believe there are two sets of sails, a jib with pole, two rudders – one wood and one glass. I also believe that there are two daggerboards – one wood and one glass. Other than the hull, everything else has been stored inside. Asking Price: \$1,800 Contact Tom Hodges at (386) 748-0535 or via email at thodges@stetson.edu

**Interlake 826** – early 1970's, fern green hull/white deck with seats (deck needs fiberglass work), floatation tanks, 2 mainsails, 2 jibs, 1 spinnaker; forestay lever, plated steel centerboard, cockpit bailers, kick-up rudder assembly, adjustable traveler, 6:1 boom vang, 4:1 Cunningham, 3:1 outhaul, internal spinnaker sheeting, skipper and crew hiking straps, Tee Nee trailer, always dry-sailed on boat lift or trailer, fair condition other than deck. Asking Price: \$650 Contact Midwest Sailing at or via email at rl@chartermi.net

Continued on page 18



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