

# The Intercom

Official Newsletter of the Interlake Sailing Class Association



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

March 2017



## New Interlake Builder

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# YOUR GREATEST INTERLAKE SEASON STARTS NOW

**ACT NOW TO HAVE THE FASTEST SAILS  
FOR THE 2017 SEASON.**

Contact the Quantum team to learn more and be sure to ask about fleet deals!

Quantum is committed to helping you sail your Interlake as fast as possible and to make sure you have the most fun doing it.

#### QUANTUM INTERLAKE TEAM

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#### NEED HELP ON THE CIRCUIT?

Quantum Reps are normally at all major Interlake events, but if not, feel free to contact Scott Savage or Bob Sagan with anything you need.



# From the President

By Jeff Clark, Interlake #1370

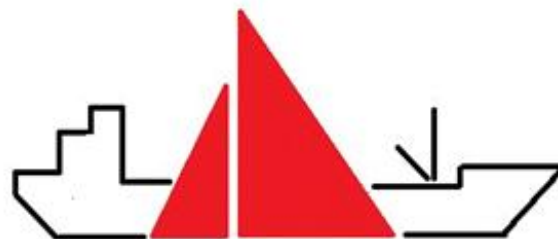


The biggest news in this issue (really for any recent year in the ISCA) is the smooth transition of Interlake Class Builder from Terry Kilpatrick to Wes Blazer. Considering that there have been only two builders from the dawn of fiberglass

Interlakes in 1960 until this year, this is a special moment. In this issue you will hear from Wes and Terry about Wes' background, how the transition process has worked for them, their futures, and maybe a little reminiscing. You will also hear about the quiet work of the Transition Committee over the last couple of years lining up, comparing, and recommending the best new builder. The ISCA will continue to support Wes and Terry as the process continues, through a Builder's Liaison Committee. While Wes is your first stop for all questions and orders related to the boat, he will contact the committee (Steve Aspery, Mike Muhn, and me) with any issues he sees that affect the class, and you should feel free to contact us with your thoughts as well.

Wes' selection as builder led to another change, because until it was final he was the ISCA vice president. For the sake of his sanity as he gears up his business, and to avoid any conflict, Wes immediately stepped down and the Board of Directors elected Scott Savage to fill out his term. We were lucky to have Scott on deck (recently appointed as S. Ohio VP), and we were further blessed with several candidates for the again vacant S. Ohio spot, to which the Board elected Steve Nearing. This is a good time for a reminder that our regional vice presidents are an important part of the friendly and courteous ISCA leadership, eager to both serve and recruit you in pursuit of class growth. Take advantage of their skills! If you see an opportunity to establish a new fleet, or otherwise improve the class, get in touch with Steve Nearing (S. OH), Jimmy Ward (N. OH), Thane Morgan (IN & MD), and Jeff Bodie (MI), or, for class marketing, Bob Sagan.

And so another sailing season approaches. We can look forward to a great lineup of regattas, reunion of friendships bonded in sailing, and a new builder ready to carry on the One Design philosophy and building quality that defines the Interlake Class. As you can see from my expression in the picture above, I'm positively giddy with anticipation - see you on the water!



INTERLAKE NATIONALS 2017  
LORAIN SAILING AND YACHT CLUB

## SAVE THESE DATES

**JULY 15** Lorain One Design Regatta

**JULY 26** Woman's & Junior Nationals

**JULY 27-29** Nationals

COME TO THE LORAIN ONE DESIGN  
REGATTA - GET MEASURED AND LEAVE  
YOUR BOAT FOR NATIONALS

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#### **Cover photos:**

*Wes Blazer, Interlake 1081, with crew Fritz Everson, sailing in Tampa at Interlake Midwinters.*

*Sailing photos by Bruce Johnson of DIYC*

## The Interlake has a New Builder

### Builder Transition Committee Report to ISCA Membership

This committee was tasked with exploring options for our next builder to take the place of Customflex and Terry Kilpatrick. We asked members of the class to submit any suggestions for possible builders and created our own list as well. After repeated attempts to contact about six of those options, we were able to have substantive conversations with two; Johannsen Boat Works and Blazer Boat Works. Both expressed keen interest in building the Interlake and we created a list of criteria on which to judge the merits of each option. These included capability, experience, staffing, facility, geographic location, commitment to one-design philosophy, attitude toward class specifications, pricing, repair capability, and a transition plan. After reviewing each of these areas we determined that Blazer Boat Works was by far the better choice for our class. Johannsen was very interested and seemed very capable, but geographic location (Vero Beach, Fla) is problematic along with a lack of experience or history with our class. They currently build the Windmill, but they only mold and assemble the hull and deck. All rigging is done by a 3<sup>rd</sup> party after shipping to Maryland.

Blazer Boat Works presented a compelling offer considering location, experience with the class, and commitment to our one-design principles and specifications. Following is a synopsis of the Blazer Boat Works Proposal:

Wes Blazer is the owner and builder. Wes has past experience at Boston Whaler and has been working with Terry Kilpatrick at Customflex to learn specifics about Interlake construction. Terry has also been evaluating Wes's capabilities and speaks well of his abilities.

The location is in Port Clinton in a former car dealership. We have toured the facility and it is being renovated and is well suited for boat building, storage, and repair.

Wes has expressed a very strong commitment to the one-design philosophy and our class specifications. He is dedicated to building the Interlake that we have known and to emulating the techniques and processes used at Customflex. Wes and Terry have agreed for Terry to continue involvement for some time.

After months of research and discussions, our committee finds Blazer Boats Works to be the best available option as the next builder for the Interlake Class. We are pleased that the ISCA Board of Directors has approved this action so that our class members will have continuing confidence in the future of the Interlake and have immediate access to new boats and repairs.

Respectfully Yours,  
Interlake Builder Transition Committee  
Steve Aspery, Mike Muhn, Jeff Clark



### Time to Retire

*By Terry Kilpatrick, Customflex, Inc.*

This is one of the most difficult articles I've ever had to write. Over the 50 years I remember all of the Interlakers Karen and I have come to know as customers and friends. You've become our extended family.

The time has finally come to officially turn over the production of Interlake sailboats to next generations. Wes Blazer has the experience and the desire to build the Interlake. I've had several meetings with him and shared all the technical aspects of the laminate schedules of all the component parts. We are in agreement with the importance of maintaining the "one design concept". He will be using the same suppliers as I have for the past 40 years.

When I announced my decision to retire at the 2016 Nationals, I committed to work with the next builder to help him get familiar with the minute details that only comes with the complete production experience.

Wes is currently setting up a new facility in Port Clinton, OH which is an excellent location with a two acre paved parking lot.

The building is well sized, with high ceiling heights to work in. It is being rehabilitated with a new roof and heating system. If the heating system isn't done in time, I've offered the use of my shop to train Wes's crew with me and my crew assisting for the first complete Interlake.

I would like to thank the transition committee, Jeff Clark, Steve Aspery and Mike Muhn, for their efforts to work out the details for the new builder license contract. They did a thorough job. Karen and I would like to thank all you for your friendship and support over the years and wish you the best in the coming years.



## Blazer Boat Works

*By Wes Blazer, Blazer Boat Works, Interlake #1081*

By the time you read this article you will have found in the message from the president that Blazer Boat Works is the new builder of the Interlake. Our shop is located at 139 Buckeye Blvd. Port Clinton, Ohio and is less than a ½ mile from the highway. If you're in the area and would like to stop by please do! There is always something going on. Currently, we have a 15' Lyman, 22' Boston Whaler, 24' Lyman, Tartan Ten, J/70, and a 24' Lyman in the shop all have projects going on. Spring is going to be busy!

We are incredibly proud to be the new builder of the Interlake, and we are going to make every effort to build the boat exactly as Customflex has done for many years. We are working closely with Terry to make sure new boats will be built of the same materials and the same process is used to ensure the boats will be identical in every way. Terry has gone out of his way to help me understand how he builds the Interlake and answer any questions I may have. Terry and I have been working together for the past few months. We have built one boat together and are currently working on a second boat. It will be the first hull built under the Blazer Boat Works banner. I can't thank Terry enough for his assistance in this process. Also, I would like to thank Karen for putting up with me and allowing me to stay over so we can get to work in the morning. Thank you both!

I would also like to take the time to thank the ISCA board and the transition committee. We have worked with both groups closely for eight months. They worked together to ensure the best possible outcome for the class. They took the time to visit the shop and read our proposals. Thank you!

The boat we are currently building will be hull 1441 and we are planning to have it at the 50<sup>th</sup> annual Chiefs regatta! Earlier this week we sprayed the gel coat and the hull will be done by this weekend. If you're interested in a new boat let me know you could be sailing 1441 at the Chiefs!

We look forward to working with class members and will strive to match the excellence that Customflex has maintained for 50 years.



# *Intercom Tips and Techniques*

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## How to Back Up a Boat Trailer like a Pro

<http://blog.legendboats.com/how-to-back-up-a-boat-trailer-like-a-pro>



Backing up a boat trailer can be very stressful, especially if it is your first time! This guide will help you understand the basics of backing up a trailer, and help you become a pro. You won't be a pro instantly, so do not feel discouraged.

### **Step 1: Adjust your mirrors**

Your side mirrors are your savior when backing up your trailer. You should be able to see the bottom wheels of your trailer when you use both of your side mirrors. This will allow you to see exactly which direction the trailer is travelling, and also allow you to adjust if it is travelling slanted.

### **Step 2: Make a strategy**

Every road is different, especially when we are talking about dirt roads, or ones with an incline. It is essential to study your destination ahead of time, and devise a plan to tackling it safely. If it is a straight road, the best plan is to align yourself perfectly before backing up. By being straight, it will be easier to make minor adjustments on your way to the destination, instead of constantly adjusting, or doing wide turns.

### **Step 3: Get help**

Having a friend or family member help guide you from outside the vehicle is invaluable, especially when learning for the first time. Having them guide you, and telling you suggestions should help calm your nerves, and learn the most effective way to get to your destination.

### **Step 4: Take it slow**

Backing up a trailer is not a race. Going slow and steady will allow you to make minor adjustments if your trailer is going in the wrong direction, and also ensure you do not damage your trailer or your boat. Do not be afraid to drive forward to realign your vehicle with the road to make backing up easier. It is also not uncommon to exit your vehicle to get a better vantage point to your destination.

### **Step 5: Learn a steering technique that is best for you**

The reason backing up a trailer is tricky for many is that the trailer likes to move in a different direction than the vehicle. If you turn your wheel left, your trailer will go right. One trick to help when backing up is to steer from the bottom of the steering wheel. This way, the trailer will mimic the movements that you perform with the steering wheel. This technique might not be for everyone, but it's proven to help many with adjustments to their trailer while backing up.

### **Step 6: Practice**

It is important to practice backing up your trailer prior to attempting to do it at the lake. By practicing in different venues such as empty parking lots, vacant dirt roads, and driveways, and setting up different obstacles such as pylons, you will be prepared for the unexpected.

# Maintaining the Wheel Bearings on Your Trailer

By Martin Howell, Interlake #1395



The wheel bearings on your trailer are probably the most abused and neglected pieces of equipment related to your boat and accessories. For every one revolution the wheels on your towing vehicle make, the trailer tires are making 1.5 to 2.5 more revolutions. You probably dip them in water, sometimes regularly. At least once a year you owe it to yourself and your trailer to re-pack the wheel bearings. After all, you can't win the regatta if you don't arrive at the regatta. The following article will help you learn how to re-pack your wheel bearings and offer some suggestions on increasing the life of your bearings.

## Supplies and Tools:

- a tire iron or socket wrench and extension to fit the lug nuts on your hubs
- large crescent wrench
- needle-nose pliers
- Some sort of degreaser. I happen to have GUNK brand "Carburetor & Parts Cleaner" out in the garage. It comes in the same size and type of can as a gallon of house paint. Inside is a wire basket that you can put your dirty parts on and drop down into the degreaser to soak for a few minutes. Then lift the parts out when you're ready to clean them up. You can find this at an auto parts store for under \$10 if I remember correctly. I keep an old toothbrush with the can to use for scrubbing the parts clean.
- lots of paper towels
- new wheel bearing grease
- jack
- concrete block
- if you have Bearing Buddies, it is helpful to also have a rubber mallet and a grease gun

## How To:

- With the trailer wheels still on the ground, use a tire iron or a socket wrench with a long extension to loosen up the lug nuts.
- Jack up one side of your trailer. Place the concrete block under the frame of your trailer as an extra measure of safety.
- Loosen the lug nuts and toss them in the degreaser to soak. Set the tire and wheel assembly aside.
- This is a good time to take note of how loose or tight your hub spins before you take it apart. You should be able to spin it easily without much resistance, but not too easily. Shake it back and forth on the axle to see if there is any "play". If there is any movement besides the normal rotation, this could be a sign to look for bearing or axle damage.
- If you have Bearing Buddies or dust caps, go ahead and remove these.
- Using needle-nose pliers, bend the two legs of the cotter pin to a "straight" position so you can remove the cotter pin through the hole in the axle. Toss the cotter pin into the degreaser.
- Back off the axle nut holding the hub assembly onto the axle. You should need a crescent wrench to get this started, but after half a turn or so, you should be able to loosen it with only your hand. Toss the axle nut into the degreaser.
- Remove the hub and bearing assembly from the axle. Carefully remove the rear inner seal on the back side of the hub; use caution not to bend it. Use a paper towel to remove all of the excess grease from inside the hub, the axle, and from the bearings. Toss the rear inner seal and the bearings into the degreaser to soak. Use the toothbrush dipped in the degreasing fluid to wipe the remaining grease from inside the hubs and the axle. Look at the bearing races in the hub to see if there are any signs of damage; they should be mirror smooth with no scratches or gouges.
- Now it's time to clean up all the parts soaking in the degreaser. Use the toothbrush to clean these items well, then dry the parts with a towel and set them aside on a clean surface to be re-installed. Check all parts for signs of damage; if you find any damage, replace the parts rather than re-installing them.
- With everything ready to reinstall, the first task is to repack the bearings. I use the "grease in palm" method. Place a big ol' glob of new grease in one palm. With the other hand, take the wheel bearing and repeatedly slap it into your greased palm and continually rotate the bearing. This serves to get

the grease well situated inside all surfaces of the bearing assembly.

- Now place the hub with the outer face down on a smooth surface. Liberally apply new grease to the inner bearing race. Install the inner bearing, add more grease on top of it, and then use a hammer and scrap wood block to set the inner seal in place.
- Turn the hub assembly over, liberally apply grease to the outer bearing race and install the inner bearing.
- Apply more grease to the axle and then re-install the hub and bearing assembly. Apply more grease onto the outer bearing.
- Thread the axle nut onto the axle. Turn it just tight enough that you cannot spin the hub, and then back it off slightly. The hub should spin with just slight resistance and no back-and-forth “play”. When you find the “sweet spot”, install the cotter pin through the hole in the axle and the axle nut. Use needle-nose pliers to bend back the legs of the cotter pin.
- Reinstall your dust cap or Bearing Buddies.
- Reinstall your wheel. I like to put a little bit of grease on the threads of the bolts. This just makes them easier to get off next time. Get the bolts good and thumb tight and then lower the trailer back down so that the wheel is on pavement. Then use your tire iron or socket wrench to tighten the bolts completely.
- Repeat for the other side.

#### How Often:

This is a topic of much debate. Several of you probably haven't re-packed your wheel bearings in years and haven't had a problem. And I'm the first to admit that I'm overzealous when it comes to wheel bearings. If you're doing any travelling, or even if you don't travel at all but regularly ramp launch your boat, I suggest once a year as an absolute minimum. If I go to a club where I have to ramp launch, odds are pretty good that the bearings will get re-packed before the next long distance trip. I've done my wheel bearings as many as three times in one year.

#### What Type of Grease:

When you go to an auto parts store, you'll find several varieties of wheel bearing grease to choose from. Likely there will be “marine” grease intended for trailers, and this is a fine choice. Because I repack my wheel bearings regularly and travel many miles each season, I opt for a more automotive oriented grease. I'm not overly concerned with the wheel bearings getting wet because it won't be long before they're cared for and repacked again. Ultimately, the choice is yours and you probably won't go wrong.

#### Other:

While you're messing about with your wheel bearings, it's a good idea to check over the tires. Check for proper air pressure. Also check the tire tread. Is there sufficient tread left? (use the penny test) Are there any odd wear patterns that could signal an alignment problem?

After 20 minutes of driving, I stop to check the temperature of the hub assembly. I also check each time I stop for gas or at a rest area. If you touch the hubs and instantly pull away because they're too hot, you have a problem that needs immediate attention.

#### Travelling Tool Kit:

If you're headed down the road for a weekend of camping and cruising, or off to Nationals, here are a few tools you should carry with you.

- At least one extra set of bearings; two is preferable. I would guess that most Interlake trailers will use 1” bearings which can be bought at every Wal-Mart in the world except the one near my house. Alternatively, you can find complete, pre-greased hub assemblies that cost more but make the job cleaner and easier.
- Grease
- 3 jaw pullers....if you “smoke” your wheel bearings while going down the highway at 70 mph, this is the only way you'll get the old bearings off the axle
- All the tools you would need to re-pack wheel bearings.

If you take good care of your trailer and wheel bearings, your wheel bearings will take good care of you and get you safely to your next regatta or weekend cruise.





# Class News

## 2016 ISCA Travelers' Series Champ – Wes Blazer

Congratulations to Wes Blazer – repeating as the Travelers' Series champion! Steve Aspery repeats in second place, and the top five is filled out by Bill Sanderson, Bob Bradley, and Mark Presley. Twelve ISCA members attended at least 5 regattas to qualify for the series.

Join the fun and add a few regattas to your plans for the summer!

Place	Hull #	Skipper	Home Club	Eligible for Trv. Series	# Regattas attended	Total Points	Eligible Trv. Series Adj. Score (5 lowest)	Midwinters	Chiefs	Cattail	SSC One Design	CRW	George Fisher Memorial	Great White	Indian Lake	LSYC One Design	Nationals	Nationals#2	Hot-to-Trot	Haphazard	Clark Lake	Pottergeist	George Fisher Snowball	Fall Blowout
1	1081	Blazer, Wes	SSC	Yes	9	21	7	1	4	1	2	2					3	3		4				1
2	1435	Aspery, Steve	HSC	Yes	7	19	9	4	2								5	5	1	1		1		
3	1433	Sanderson, Bill	MSC	Yes	9	72	16	2	13		7	5			1	2	18	18		6				
4	1332	Bradley, Bob	JRSC	Yes	6	40	27	3		3							13	13	5					3
5	1382	Presley, Mark	HSC	Yes	6	39	30		7	6	5	3					9	9						
6	1417	Humphrey, Tom	SSC	Yes	7	66	33	5	17		6	4					16	16		2				
7	766	Parker, Tim	LSYC	Yes	6	73	51					7				3	22	22	12			7		
8	1439	Nearing, Steve	LYC	Yes	5	62	62		16	8			14				12	12						
9	1338	Montgomery, Philip	SSC	Yes	5	64	64		14	4	8						19	19						
10	1333	Frink, Rob	HSC	Yes	7	109	67	6	20				22				20	20	11	10				
11	1317	Chapin, Clark	PYC	Yes	5	70	70		15								20	20	10			5		
12	1360	Morgan, Thane	ISC	Yes	5	83	83		12				13				27	27				4		
13	1340	Savage, Scott	HSC	No	4	7	107		1								2	2	2					
14	1267	Jones, Jamie	HSC	No	4	24	124		5				3				8	8						
15	1370	Clark, Jeff	HSC	No	4	30	130						5				11	11				3		
16	799	Terrien, Ben	LYC	No	4	59	159						10		3		23	23						
17	902	Wills, Tom	MSC	No	4	72	172			9						5	29	29						
18	1229	Bodie, Jeff	GTYC	No	4	76	176						15	5			28	28						
18	558	Fox, Robert	NCYC	No	4	76	176			5			19				26	26						
20	1330	Wilber, Liz	Other	No	4	88	188	22								6	30	30						
21	1384	Balmert, Brad	LSYC	No	3	3	203				1	1				1								
21	1174	Fisher, Matt/Stu	HSC	No	3	3	203						1				1	1						
23	909	Marriott, Tom	JRSC	No	3	12	212			2									8					2
24	1293	Savage, AJ	LYC	No	3	14	214		6								4	4						
25	923	Parker, Bryan	LSC	No	3	16	216						2				7	7						
26	1248	Bracy, Kevin	SSC	No	3	19	219				10	6								3				
27	1178	Boucher, Mark	LYC	No	3	25	225		18						2					5				
28	952	Ireland, Nate	HSC	No	3	36	236										14	14		8				
28	1411	Sagan, Bob	GTYC	No	3	36	236						2				17	17						
30	1424	McClinchie, Mike	HSC	No	3	42	242						12				15	15						
31	1324	Solsman, Scott	HSC	No	3	50	250						18				16	16						
32	1298	Tyndall, Jeff	HSC	No	3	52	252						8				22	22						
33	1289	Ciccotelli, Rob	HSC	No	3	55	255						21				17	17						
34	1254	Fee, Tom	HSC	No	3	57	257						9				24	24						
34	1209	Mirarchi, Mike	LYC	No	3	57	257		19								19	19						
36	1418	Headlee, Chad	SSC	No	3	61	261						11				25	25						
37	1383	White, Mark	HSC	No	3	66	266						4				31	31						
37	1375	Vasulka, Charlie	HSC	No	3	66	266						20				23	23						
39	1292	Jarzebowski, Rick	PYC	No	3	71	271										29	29	13					
40	1405	Seiter, Ron	ILYC	No	3	73	273						23				25	25						
41	1133	Tovell, Craig	HSC	No	2	12	312										6	6						
42	1240	Evans, Dick	LYC	No	2	15	315		9				6											
43	1305	Freeland, Alan	HSC	No	2	18	318		11				7											
44	842	Kyle, Ryan		No	2	20	320										10	10						
45	1267	Mosgo, Brittany	HSC	No	2	36	336										18	18						
46	1240	Tanner, Carolyn	LYC	No	2	42	342										21	21						
46	1312	Robertson, Dwight	HSC	No	2	42	342										21	21						
48	1391	Miller, Will	HSC	No	2	48	348										24	24						
49	1415	Kotys, Bill	HSC	No	2	52	352										26	26						
50	661	Hocctor, John	HSC	No	2	54	354										27	27						
51	1228	Muller, John	HYC	No	2	56	356										28	28						

# 2016 Fleet 38 Report

Grand Traverse Yacht Club, Traverse City, MI

By Bob Sagan, Fleet Captain, Interlake #1411

Photos by Julie Davidson

GTYC Interlake fleet 38 just enjoyed its 19<sup>th</sup> and most successful season yet. Interlaker Bob Cornwell was the Commodore. He did a remarkable job for the entire club and improved his racing too! Our fleet enjoyed new members and a different winner for each series!

We also made an effort to expand “non-racing” activities. One such event was the “Sunday-Sundae Sail.” The mission was to load the boats up with family and friends and sail to Clinch Park for ice-cream sundaes with lots of tennis ball and Frisbee action along the way. Lots of interest and excitement for these Sunday events...but poor weather ☹️. We’ll get it this year 😊.

We also added a race, The GTYC Hound Dog Regatta. This is the club’s biggest event of the year, all PHRF and Melges 24 until this year. The Interlakes joined in the racing (with their own course)...almost. NO WIND. So we started the party early with land competitions that included: Pool, corn hole, foose-ball & sailors ring hook game. What a riot!

Here are the results for all four series and the Great Whites:

The SILVER BULLET SERIES is our first of the season.

- 1<sup>st</sup> place Tom Young
- 2<sup>nd</sup> place Jeff Bodie & Larry Thompson
- 3<sup>rd</sup> place Jim Menzies & Bubba Poppa

SUMMER SERIES...

- 1<sup>st</sup> place Jeff Bodie & Larry Thompson
- 2<sup>nd</sup> place Bob Cornwell & Loren Newton
- 3<sup>rd</sup> place Jim Menzies & Bubba Poppa

This year’s Great White Champion is also the Masters Champion. Three cheers for Jim Menzies & Bubba Poppa! Special Thanks to Terry Kilpatrick for building a half hull perpetual trophy for this event.

- Peterman Junior Trophy: Marija Sagan
- Sunset Series...the end of summer....With a new trophy created by Bob Sagan and his father, goes to:
  - 1<sup>st</sup> place Chris Branson & Louis Rodriguez
  - 2<sup>nd</sup> Jim & Bubba
  - 3<sup>rd</sup> Bob & Loren
- We have a yummy recognition every year for the last race of summer. We call it the LAST COOKIE RACE as in “Who has the gumption to take the



LAST COOKIE!” Chris Branson & Louie Rodriguez grabbed the tasty treat this year 😊

- For the first time we had a real FALL SERIES. The perpetual trophy is this beautiful Interlake rudder that has a history. It was crafted by Bill Buchbinder for his boat and later became Dave Dykema’s. When Dave passed away he donated his boat to TACS and Bob Sagan inherited the rudder. There is a memorial inscription on the rudder. It is most fitting that one of Dave’s and his wife Deb’s best friends win this inaugural presentation. Our FIRST EVER FALL SERIES CHAMPION IS .....  
**BOB CORNWELL & LOREN NEWTON!**

The GTYC fleet already has two new boats / skippers committed to racing this year with several additional serious inquiries. Interlake sailing is strong and growing at GTYC.

# Interlake Midwinters Regatta – Fireball and Friends

Davis Island Yacht Club – Tampa, FL

March 10 – 12, 2016

By Steve Aspery, Interlake #1435



The sailing breeze was mixed but the weather was spectacular for the 2017 Interlake Midwinters. It was in the 80's with sunshine the entire time we were in Tampa. As is often the case, the socializing rivaled the sailing for the weekend.

Most of the teams arrived on Thursday and were greeted by bright sunshine and a nice breeze. Several teams including the Sanderson gang in 1433, Ryan Kyle and Bobby in 842, and Jeff Tyndall, Lisa Kreischer, and me in 1435 went out to practice a bit and had a very nice sail. Everyone spent the afternoon setting up, tweaking, and applying sunscreen. That evening several teams went to La Teresita for outstanding Cuban food.

On Friday we were again greeted by sunshine and nice breeze. The race committee at Davis Island always does a nice job and today they ran 4 good races. We had breeze in the 15-18 mph range, a little higher in the third race. Racing was tight with a different boat winning each race. In the first race Wes Blazer and Fritz Everson (1081) took an early lead and finished strong. In the second race Ryan and Bobby (832) showed their own speed to win. In the third race it was breeze on and the Aspery, Tyndall, Kreischer team (1435) found their groove and the shifts to win. In the fourth race the breeze backed off a bit and Bill Sanderson with daughter Cara Bown and grandson Oliver Davies showed the fleet the way for their own win. At the end of the first day of racing it was very tight with Aspery with 8 points, Kyle and Sanderson tied with 12 points each, Blazer with 13 points, Thane Morgan, Bruce Tran, and Ben Terrien 1360 with 15 points, and Rob Frink, Heather Parson, and Tim Cullenen 1333 with 24 points.

After racing we were spent. It took some rehydration and sitting around the pool to get our energy back. A plan was soon developed to have dinner at Las Margaritas, a now-famous tradition. They are well suited to handling the 20 or 25 Interlakers who show up for dinner and Margaritas. I do worry about the people who get seated near us though.

Saturday morning we had more brilliant sun and an awesome breakfast buffet at the club. But we had no RC boat. The low tide and morning breeze combined to ground the RC boat and we had to postpone for an hour and half. Unfortunately that also marked the end of the

breeze. We got a little breeze to get the race started but it slowly died the entire race. Wes found his breeze to the left and won the race, followed by Ryan, Bill, and Thane, the rest of us did not make the time limit. The Davis Island RC mercifully cancelled racing for the day. This created a further log jam in the scores as now Wes and Ryan each had 14 points, and Bill and Steve each had 15 points. But a throw-out would take effect after one more race.

With an early finish, there was plenty of time (too much time?) for refreshments on shore and we all did our share around the pool. Davis Island provided their traditional Cuban buffet and it was great.

Sunday was again a nice day but very little breeze. The RC took us out and got one start. Wes showed his speed again in the light and slightly lumpy conditions, winning with Ryan right behind and Steve chasing for third. Bill was next but missed the shortened course and Thane finished before Bill could correct his course. Congratulations to Wes and Fritz on a well sailed series!

Midwinters at Davis Island Yacht Club is always a good time, both on and off the water. Make plans now for next year. Bring your boat or offer to sail with someone else, but find a way to be there. It is hard to beat Tampa in March!

Sidebar – During awards this plane took off from the adjacent airport and had engine failure. He ditched in the water but was unharmed.



Boat #	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total
1081	Wes Blazer	Fritz Everson	1	x5	2	5	1	1	10
1435	Steve Aspery	Jeff Tyndall, Lisa Kreischer	3	2	1	2	xdnf	3	11
842	Ryan Kyle	Bobby	x4	1	3	4	2	2	12
1433	Bill Sanderson	Cara Sanderson Bown, Oliver Davies	2	4	x5	1	3	5	15
1360	Thane Morgan	Bruce Tran, Ben Terrien	x5	3	4	3	4	4	18
1333	Rob Frink	Heather Parsons, Tim Cullenen	6	6	6	6	xdnf	6	30

x = throw out

dnf = 7

# Our New Sailing Home

By Alan Freeland, past owner of Interlake 1305, past ISCA President



One of the major attractions of Ventura County that drew Carol and me to the area when we decided to indulge her need to return to Southern California was the sailing opportunity here. Ventura and Oxnard each have a harbor boasting multiple marinas and yacht clubs. The Channel Islands, about twenty miles offshore, comprise a national park encompassing five islands and their surrounding one mile of ocean, offering a constant destination for day sailing or weekend cruising. Throw in Santa Barbara about thirty miles up the coast and Los Angeles/Long Beach/Newport Beach about sixty miles down and we have no shortage of places to go in a boat if we want to get out of town on the water. The only thing standing in our way: we've never done that before and don't have a boat! Then we found Fairwind Yacht Club.

From what we've seen, FYC is fairly unique in the area in that members don't own boats, the club does. FYC is an all-volunteer sailing cooperative in Channel Islands Harbor and Marina del Rey that just celebrated its 50<sup>th</sup> anniversary. Members pay quarterly dues prorated according to the size of boat that they sail, and enjoy year-round access to a variety of boats, American Sailing Association training and group cruises, all for no charge beyond dues. The Club requires that you be certified as competent by a qualified Club member before you may reserve and sail a boat independently. ASA certified instructor members provide training to new and advancing members. The Club was recognized as an ASA Outstanding Sailing School in 2012. There is no limit to the number of times you can sail during the year, though you are allowed only one boat reservation at a time. Weekend Club cruises to the Channel Islands occur on a monthly basis from April through November.

The Club has no clubhouse and owns no property beyond the boats, renting slips at Peninsula Marina in Channel Islands Harbor. Our dues are currently very comparable to what we paid at Hoover, if you can believe it. Costs are kept low (like at Hoover) by the volunteer work of the members to maintain the boats and organize and manage the membership. There is a "Work Day" one weekend morning a month when organized boat maintenance is performed. There are a good number of very experienced people at the center of it all (like at Hoover) who seem to be frequently doing boat maintenance themselves.

Currently the Club at Channel Islands owns four Capri 22s; two Catalina 22s; a J-24; a Catalina 27, 270, 28, 38 and 400; two Catalina 30s and a Jenneau 36.2. Access to boats at Marina del Rey is also possible. Club membership is limited to 250 at Channel Islands. I was able to be accepted for membership within about a month of our first visit to an Open House, which is a monthly invitation to the public on a Sunday afternoon to come and hear about the club and go for a sail. I passed the certification for the small boats after three "training sails" and Carol and I have been going out most weekends. After logging thirty hours helping a small (less than 27 foot) boat I can request training to move up to a medium (27-30 foot) boat, and obviously our goal is to be trained and certified for cruising the large boats.

Our experience at Fairwind really echoes the years at Hoover and in the Interlake Class of being part of a sailing family that loves sailing and works together to support each other in getting the most opportunities to be on the water and expand horizons. As with all families, you'll always be part of us. We hope you'll come sail with us some day.

# ISCA Board of Directors Meeting

LeMarin Clubhouse - Catawba Island

Port Clinton, Ohio

January 29, 2017

Attendees: Jeff Clark, President; Wes Blazer, VP; Tom Humphrey, Secretary; Jim Ward, VP NO; Scott Savage, VP SO; Thane Morgan, VP IN-MA; Tim Parker, Past President, Measurer; Terry Kilpatrick, Builder; Mike Muhn, Historian; Steve Aspery, Intercom (by proxy).  
Convened 10:00 AM

## Reports:

- a. Secretary / Treasurer Report – Humphrey  
Financial Report: \$36,267.91 inclusive of \$8,470.36 of Boat Grant funds.
- b. Chief Measurer – Parker  
Proposed amendment for Article 1, Section 3 in process. Will be presented to Board prior to Chiefs meeting, and the Board-approved proposal included in the Notice of Meeting per Const. Art. IX, Sect. 2.
- c. Intercom – Aspery (in absentia)  
Next Issue will be in March 2017.
- d. National Race Committee – Blazer  
Notice of Race has been printed.  
Steve Harris has been enlisted as PRO.  
Planning is on schedule.
- e. Marketing – Sagan (in absentia)  
Work continues on ISCA videos on technique and boat setup.  
Working on policy for class marketing assistance via print/email.
- f. Builder – Kilpatrick  
Thanks to the transition committee for their work.  
Customflex pledges support and aid in transition to new builder.
- g. Historian – Muhn  
Interlake history PowerPoint has been created, featuring construction videos.  
Mike Muhn is available to present his PowerPoint show at any interested group.
- h. Regional VPs reports:
  1. Michigan – Bodie, no report.
  2. Northern Ohio – Ward  
Looking forward to Nationals at Lorain
  3. Southern Ohio – Savage  
Hoover fleet has grown to 55 boats at Hoover  
Leatherlips has also grown  
Buckeye Lake will be sailing in 2017
  4. Indiana / Mid Atlantic – Thane Morgan  
ISC fleet captain now Joe Novak

## II. Old Business:

- a. New Championship Trophy (Ward / Humphrey)  
Bob Sagan and Mark Presley are assisting.  
Proposals will be ready by Chiefs
- b. Edgewater Bid for 2018 Nationals (Becky Vardian, member-at-large)  
Becky Vardian and Kevin Bracy have managed bid process  
Presentation of written bid from Edgewater for July 25-28, 2018.  
Motion to accept bid passed unanimously.
- c. ISCA will contact Hoover to attempt to eliminate Hoover-CRW conflict in 2018.

- d. Boat Grant:  
Recipient search underway, will publicize to fleet captains.  
Hull 1330 is in excellent condition.
- e. Tracker App (Morgan) - Will be demonstrated to fleet captains

## III. New Business:

- a. ISCA Purchase of molds and tools from Customflex, Inc. (Transition Committee)  
Reviewed tooling summary from Customflex.  
All Interlake-specific tooling of boat is included, including current tank-locating jig  
Customflex confirms that plug previously donated to class, stored at Portage  
Motion: ISCA to purchase identified molds and tools for \$10,000  
Motion passed unanimously.
- b. Builder's Agreement Proposal of Blazer Boat Works, LLC (Transition Committee)  
Presentation by Wes Blazer / Blazer Boat Works  
Question and Answer with Wes Blazer.  
Blazer and Kilpatrick excused for discussion and voting.  
Motion to accept agreement, with following amendments:
  - Royalty to be 3%.
  - Appendices A and B to be prepared and circulated to President and then Board for approval.
  - Typographical errors to be removed.Motion passed unanimously by Board (Blazer and Kilpatrick abstaining).  
Pres. Clark re-appointed the current Transition Committee (S. Aspery, Muhn, and Clark) as a special committee to continue oversight, assistance, and reporting of builder transition to Blazer Boat Works.  
Secty. Humphrey raised question of separate account for Builder's royalty payments segregated for future upgrades to Class Tools. Approved.
- c. Traveler's Series 2016 Awards / Recognition (Parker)  
Plaques will be made for 1st to 5th place.
- d. Traveler's Series NOR  
2016 NOR to be amended with 2017 dates, otherwise similar.  
Scorekeeper to be Tim Parker, past president.  
NOR to be finalized by email for publication in directory when regatta dates set.
- e. Vice-President:  
Wes Blazer resigns as VP in view of his new role as builder.  
Motion: appoint Scott Savage as ISCA VP.  
Motion approved unanimously.  
Wes Blazer will remain as member of the NRC for Lorain Nationals.
- f. S. Ohio VP:  
Discussion of possible candidates for ISCA VP for S. Ohio.  
Motion: appoint Steve Nearing as S. Ohio VP.  
Motion approved unanimously.



Scenes from Midwinters

Classifieds continued from page 15

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 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 Sansewsupply@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

**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

SAVE the DATE!

July 25 - 28, 2018

Interlake Nationals  
is coming to the home of  
Rock & Roll

Edgewater Yacht Club,  
Cleveland, Ohio

YOU'RE A STAR!



What's going on in your fleet?

Tell us about it!

**2017 Schedule:**

Deadline:	Publish:
June 1	June 15
August 15	September 1
October 15	November 1

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

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ron.gall@yahoo.com

### Fleet #5 Mohican SC

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### Fleet #6 Portage Lakes YC

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DarwinSteele@att.net

### Fleet #10 Indian Lake YC

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lewismik@gmail.com

### 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

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timparker1@yahoo.com

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### Fleet #23 Leatherlips YC

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joe.novak@sbcglobal.net

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BSagan1411@charter.net

### Fleet #39 Mid-Atlantic

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interlake1395@gmail.com

### Fleet #40 Buckeye Lake

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

### Builder

Wes Blazer 386-416-9034  
Port Clinton, OH  
blazerwes@yahoo.com

### Webmaster

## 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. anotherrobmiller@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: \$1800 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 Rick Lyons via email at rl@chartermi.net

**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: \$850 Contact Rick Lyons via email at rl@chartermi.net

**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

Continued on page 14



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Photo Lisa Aspery

**NORTH SAILS**

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



## NOR - Leatherlips Yacht Club

### Chiefs Regatta

May 6 - May 7, 2017

WHERE: Leatherlips YC, 9230 Shawnee Trail, Powell, OH 43065

Entry fee: \$30.00 Registration: 10:00- 12:00 am. Lunches: \$5.00

Skipper's Meeting: - 12:30 pm First Race 1:00pm

Cocktails and keg, this year we are celebrating our 50<sup>th</sup> Chief's regatta

Dinner under \$20 Class meeting to follow!

No races started after 11:00 am Sunday

Lunch \$5.00

Campers' welcome! Please send questions or requests for housing or babysitting to Steve Nearing at [steve\\_nearing@yahoo.com](mailto:steve_nearing@yahoo.com) or (cell) 703-919-1342



CLEVELAND RACE WEEK – ONE DESIGN

June 16-18, 2017

Edgewater Yacht Club

6700 Memorial Shoreway N.W.

Cleveland OH, 44102

# George Fisher Memorial Regatta

June 17-18, 2017

Hoover Sailing Club, 4250 Smothers Rd, Westerville, OH 43081



NOTE: the bridge to the club is currently under construction and may still be unusable at the time of the regatta. Detours are well marked and are detailed at [www.hooversailingclub.com](http://www.hooversailingclub.com)

## 2017 Interlake Travelers' Series

March 10 -12	Davis Island YC	Tampa FL	Midwinters
May 6-7	Leatherlips YC	Powell OH	Chiefs Regatta
June 3	Jolly Roger SC	Toledo OH	Cattail Regatta
June 10-11	Sandusky SC	Sandusky OH	One Design Regatta
June 17-18	Hoover SC	Westerville OH	George Fisher Memorial
June 17-18	Edgewater YC	Cleveland OH	Cleveland Race Week
June 24-25	Grand Traverse YC	Traverse City MI	Great White Northern
July 8-9	Indian Lake TC	Russells Point OH	Indian Lake Regatta
July 15	Lorain Sail &YC	Lorain OH	Lorain One Design
July 26-29	Lorain Sail &YC	Lorain OH	Nationals (double score)
August 26	Portage YC	Pinckney MI	Hot to Trot Regatta
September 16	Mohican SC	Lucas OH	Haphazard Regatta
October 7-8	Indianapolis SC	Indianapolis IN	Poltergeist Regatta
October 7	North Cape YC	LaSalle MI	Fall Blowout
October 7	Buckeye Lake YC	Buckeye Lake OH	Snowball Regatta

Other Regattas – not on Travelers' Series:

August 12	Grand Traverse YC	Traverse City MI	Hound Dog
September 23-24	Clark Lake YC	Clark Lake MI	Clark Lake Regatta