

The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



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

November 2009



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# From the President

By A.J. Savage, Interlake #1293



Fellow Interlakers,

The sailing season is wrapping up, and soon it will be time to store the boat for the winter. Before the snow falls, take the extra time to make sure you can get to your boat easily. Taking care of things when the weather is mild and you remember where everything is will defeat excuses later. By looking ahead to spring you will start sailing

earlier in the season by giving yourself this advantage. If you decide to go to mid-winters, you'll thank yourself later when your boat is ready to go and there's 3 feet of snow on the ground!

As the boats are put away, take some time for social activities with your fleet. Winter is a great excuse to get together to swap stories, watch sailing videos (I recommend "Awesome Aussie Skiffs" for lots of oohhhs and aaaahhs), and dream of the next season. This is also a great time to focus on new or less active members for some fleet building. My home fleet, #23, always has an annual holiday party complete with white elephant gift exchange (great way to get rid of boat junk), that is always a great time. If your fleet doesn't have a holiday party, I highly recommend you start a tradition this year. If the holidays are too busy, aim for a "pre season" party in January. This is a great time to pick up crew for mid-winters (which your boat is all set to go for since you planned ahead). You will find it surprisingly easy to get people to commit to sailing in sunny, sandy Tampa after they've trekked through snow drifts and had a libation or two.

No matter what kind of "get together" your fleet has, gather everyone together for a picture and send it to the *Intercom*. Your fleet's photo of Interlake cheer will make the wait until next year a little more bearable for all of us.



Scott and Lynn Savage leading the pack at Portage.  
Photo by Steve Schewe



1340, 1317, and 1370 at Indy Photo by Todd Bracken

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– photos by Rick Bernstein

## 2009 Championship of Champions

Carlyle Sailing Association, Carlyle IL

Sailed in Lightnings ~ October 13-17, 2009

*By Skip Dieball, Interlake National Champion*

For many one design classes, one of the highpoints in their annual schedule is the National Championship. For the Interlake class, this is particularly true. It is a test of sailing talent in one, longer than normal event. It is also acts as a rendezvous for boat owners and class stalwarts. For many, these class championships are like a family reunion.

Grand Traverse Yacht Club didn't disappoint this summer as they held a great event that tested us in a variety of conditions. I'm still really happy with how Jeff and I sailed together there.

Our win meant that I could submit an entry form for the US SAILING Championship of Champions. To get to the CofCs you not only have to win your class's Nationals, but you also have to be accepted, which is something new. The organizers have an application process that

is a little more formal than in years past. I was hoping that I could get in with the success of winning both our Championship and the Highlander championship, which was held in mid-July at North Cape Yacht Club.

In early September I got word that I was accepted into the CofCs as the Interlake and Highlander Champ. I immediately contacted my Lightning team that I've sailed with for a long time, Jody Swanson-Starck and Tom Starck. We've been to Europe, South America and nearly everywhere in North America together and we ALWAYS have fun. Though we'd be sailing out of our normal positions, it would be great to sail in a boat that we know well...and more important, have fun with two great friends. The CofCs format doesn't always set up like it did this year, where we sail a boat that we are familiar with...pretty nice, though it is fun to sail a somewhat foreign boat too.

When I saw the preliminary entry list, I was in awe! There were World Champions, Olympic Sailors, Americas Cup Sailors, and of course a handful of Rolex Yachtsmen of the Year. In some respects I was excited to meet and hang with these great champions, while on the other hand, I was really psyched to sail against them in a boat that I'm familiar with.

The format was for a full 20 boat round robin. That's 20 races in 2.5 days! The committee was optimistic, but made it clear that they didn't want to ruin the experience of the event by cramming to get all the races in. In the end, they got 17 races, which is a huge feat.

Our week started out slow as we finished the 1<sup>st</sup> day with a couple of deep races. I honestly don't remember what went bad in those races as the racing



*Leading the pack at C of Cs.*

was so tight all week. We were sitting 5<sup>th</sup> after 8 races on the 1<sup>st</sup> day and felt reasonably comfortable with where we were. Greg Fisher (Thistle) sailing with Tobi & Dan Moriarty had some good scores early and led Allan Terhune's team (Lightning) with Katie Terhune & Dave Perkowski as crew. Also having good races were Olin Payne's team (Int'l FJ) from San Diego. Olin is a high school sailor and had some great crew on board helping him focus on sailing. Also scoring well was Stu Robertson's team (Lido 14). I know Stu from Thistle sailing. He's a great competitor and we were happy he was doing so well. Augie Diaz (Snipe), Mike Martin (5o5), Paul Cayard (Mystery Guest) all had great races on the opening day and showed they would be mixing it up!

The 2<sup>nd</sup> day things came together for us. Early in the event we were thinking that we might have had a not so good draw on boats, but with the full round robin, the key was to score well in boats that might

FOR IMMEDIATE RELEASE:

### Dieball Claims US SAILING's Championship of Champions

LAKE CARLYLE, Ill. (October 17, 2009) – Skip Dieball and crew Jody and Tom Starck expanded the four point lead they had through 14 races yesterday by dropping an impressive, 2-1-3, line in today's three races to win US SAILING's Championship of Champions by a 13 point margin.

"Most national championships are tough enough," said Dieball. "Coming here to face 19 other national and world champions is incredibly challenging. Winning this regatta is really gratifying. We've been sailing for 10 years in Lightnings and I hope we do it for 10 more."

Dieball (Toledo, Ohio) has had an outstanding season. He won the Highlander National Championship and Interlake National Championship this summer. Dieball now has 17 national championships to his resume. As a team, Dieball and the Starcks (Jody is a former two-time US SAILING Rolex Yachtswoman of the Year) won the 2004 Lightning North American Championships.

Greg Fisher (Annapolis, Md.), the 2008 Thistle National Champion, with crew Dan and Tobi Moriarty (St. Louis, Mo.) finished second with a 3-2-[15] line today. The two-time Lightning North American Champion, Allan Terhune (Arnold, Md.) with crew Catherine Terhune (Arnold, Md.) and Dave Perkowski (Crownsville, Md.) ended the championship 17 points behind Dieball in third. Terhune posted an 8-9-2 line today. Paul Cayard (Kentfield, Calif.) and Chris Raab (Sunset Beach, Calif.) won races today.

Winds were 8-10 mph for the first race and built to about 12 mph by the end of the final race. As the winds grew, there were definite pressure differences across the course, providing exciting competition for the many spectator boats surrounding the course.

Twenty of the country's top one-design sailors competed for the Jack Brown Trophy this week. This year's championship was hosted by the Carlyle Sailing Association outside of St. Louis, Mo. The regatta, sponsored nationally by Rolex Watch, U.S.A. and Sail Proud, and locally by North Sails, is known as one of the toughest one-design competitions in the United States. All of the competitors qualified for this event by winning a National and/or North American Championship in a one-design class.

- Race recap contributions made by Betty Struckhoff.

#### Final Standings: Top 5

Pos	Skipper	Results	Total Points
1.	Skip Dieball	9-6-[14]-6-6-[9]-3-2-5-1-3-1-3-5-2-1-3	56
2.	Greg Fisher	1-1-10-5-4-1-4-4-6-6-[12]-9-9-4-3-2-[15]	69
3.	Allan Terhune	6-12-3-3-2-3-1-3-1-8-2-[16]-10-[17]-8-9-2	73
4.	Stuart Robertson	4-5-2-4-9-10-9-1-2-9-6-6-[12]-10-[17]-7/RDG	91
5.	Augie Diaz	3-8-4-13-13-15-2-6-4-[17]-1-2-1-[15]-4-14-8	98

have a higher than average finish. We did this on day 2 by stringing together a bunch of top 5 finishes. At the end of Day 2, we were super psyched to learn that we moved to the top spot! Nothing like leading at the cocktail party!

Day 3 was more of the same for our team. No break-away wins, but good solid scores to seal the victory. It was a very nice way to finish the event with a 2,1,3 on the last day.

A lot of the credit to our success goes to our TEAM effort. We've been sailing together for a very long time and I'm sure that collective experience helped us get good, consistent finishes. Jody & Tom are incredible crew, but make no mistake, I am sure that our scores would have been the same if any of us switched jobs. Jody & Tom are both great Lightning skippers and that experience, along with us switching jobs over the past decade, had our minds thinking of wind pressure and shifts, while mindlessly changing gears. All three of us have spent most of our lives sailing Lightnings too. Together the three of us won the 2004 Lightning North Americans in Buffalo. It was a HUGE victory then and we sailed very much the same at Carlyle to win the CofCs. They are great!

I huge thanks goes to both the Highlander and Interlake Classes. Their support of our team was incredible. Not only did they make getting to this event easy for us, but the well wishes and encouragement is a testament to the character of these classes. On behalf of our team, I thank you all!

Carlyle Sailing Association ran an incredible event. They had all the details covered and the support of the many volunteers is greatly appreciated. Thanks to Matt Burrige, Rick Bernstein, Paul Hanson and the dozens of volunteers for making our week fun!



All C of Cs photos by Rick Bernstein

# Intercom Tips and Techniques

## Trailer Maintenance Tips

by John Buckley

This article is reprinted from *US Snipe Sailor*, the quarterly magazine of the Snipe Class, USA. The *Interlake* was also designed with trailering in mind, so please read on!

**As everyone knows, the Snipe was designed with trailering in mind. So whether or not you travel with your boat, the trailer is an integral part of the Snipe experience. And like your Snipe, your trailer also needs a little TLC if you expect it to perform reliably.**

Fortunately, the light weight of the Snipe means less than average wear and tear on the trailer and tow vehicle and, consequently, less maintenance; most Snipe sailors enjoy trouble-free operation most of the time. Nonetheless, when problems do occur they can be annoying at best, and dangerous at worst. A few precautions can minimize problems and make trailering your boat, whether to regattas or across town, a painless experience. Here are a few things to consider:

### Trailer hitch and safety chain

Your vehicle must have a properly installed, frame-mounted trailer hitch with ball; the coupler on your trailer must be the correct size for the ball. The coupler, when closed, should secure the tongue to the ball with just a little play between them. A damaged or malfunctioning coupler mechanism can and should be replaced (a little WD-40 squirted on the coupler mechanism once a year will keep it operating smoothly).

You **MUST** have two safety chains, positively attached to the tongue of the trailer on one end, with the other end hooked either to the hitch or the frame of the tow vehicle.

### Tires

Trailer tires are reasonably priced; if you have old, cracked tires, or tires that are unmatched or severely worn, get rid of them and get new ones. It's false economy to do otherwise. It is recommended that you use tires especially designed for trailers. Sometimes these will carry the "ST" (Special Trailer) designation, as opposed to the "P" (Passenger) or "LT" (Light Truck) designation. Passenger type tires are generally not suitable for trailers. Carry a spare that matches the other two tires. *Just do it.*

Keeping tires properly inflated is easy to do, but is often overlooked. Improperly inflated tires can result not only in catastrophic failure, but can also cause premature wear and uncomfortable ride.

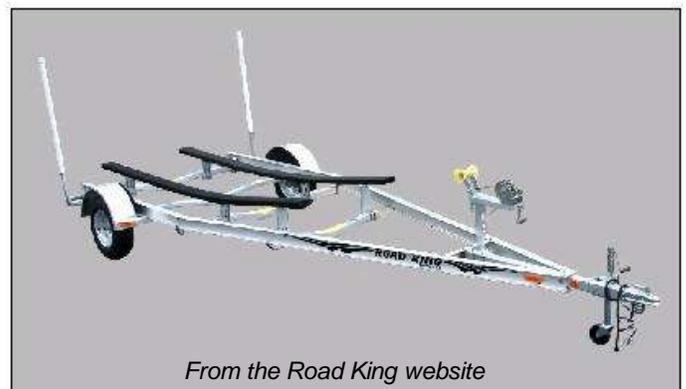
The difficulty is in determining what "proper" inflation is for your tires. Many people have been misled into

thinking that the proper inflation for a tire is simply the maximum inflation embossed on the sidewall of the tire. In fact, maximum pressure is proper only when the tires are loaded to their maximum capacity. If you're carrying significantly less weight than your tires are rated for, you might be able to use less pressure for a less bouncy ride. However, the "proper" inflation can be hard to determine (and risky, if you don't know what you're doing). So if you're not sure, the safest course is to simply inflate your tires to the maximum pressure and put up with the bounce. If you'd care to pursue this further, most manufacturers publish tables that show proper inflation for their various tires across their respective load ranges. Whatever you do, keep all your tires (including the spare!) inflated to the same pressure.

### Wheel bearings

The best way to avoid bearing problems is to inspect and re-pack your wheel bearings annually. If you don't know how to do this, or don't like to do it (and who could blame you?), just take your trailer to a mechanic or tire dealer and have them do it. The best way to avoid having to mess with bearings annually is to use a bearing protector system, such as Bearing Buddy®. This is a simple, inexpensive device that works by keeping the hub contents under slight pressure, thus preventing the entry of water and dirt.

One of the main causes of bearing problems is worn grease seals that allow grease to escape, and water to enter, the wheel hub. The grease seal is a flat, protective ring that fits into the hub on the inside of the wheel; the inside of the ring has a flexible rubber or plastic lip that fits snugly around the axle when the wheel is mounted. Look at the inside of your trailer wheel, where it turns on the axle; if you see excess grease on the axle, or grease "sprayed" on the inside of the wheel or underside of the fender, your seals are likely bad and need to be



replaced. If the grease inside the hub appears milky, then it's been compromised by water and has lost its lubricating properties; a leaky seal is the likely culprit. Since they work by maintaining pressure inside the hub, Bearing Buddies are useless when paired with worn seals. So if you choose to install Bearing Buddies, replace your grease seals at the same time. Bearing Buddies also come with an optional seal replacement kit.

### Load distribution

The fore and aft weight distribution of a loaded trailer is important because it affects the load on the tow vehicle and the trailer tires, and the way the trailer rolls down the road. If the weight is too far forward on the trailer, it can overload the rear of your tow vehicle and contribute to a bouncy trailer. It can also adversely affect your steering. If the weight is too far aft on the trailer, it can sway or "fishtail" at highway speeds; also, you could be overloading your trailer tires.

The basic rule of thumb is that the tongue weight (the load on the hitch ball) should be 5% to 15% of the total weight of trailer and boat. For example, a 200 lb. trailer carrying 400 lbs. of boat and equipment should have about 60 lbs. of tongue weight (10%). With a light trailer you can easily measure tongue weight using a bathroom scale. Park the trailer on a level surface and elevate the scale, using concrete blocks, etc., to the height of your trailer hitch. Use a small block of wood between the tongue and the scale, if necessary, so that only the tip of the tongue rests on the scale. If your tongue weight is less than 5% or more than 15% of your total load, you may want to consider changing how your boat sits on the trailer. Redistributing items in the boat can make smaller adjustments.



Looking good at Portage...



... moving nicely ...

### Miscellaneous No-Brainers

If you launch your boat from your trailer, the taillights need to be submersible. Boat trailer lights all claim to be waterproof; some of them actually are. In particular, the type that are open on the bottom seem to be durable as well as waterproof (the air trapped inside them when submerged keeps water out). Check your lights before a trip to make sure they're still working.

Check the bunkers on your trailer occasionally to make sure they are sound and firmly attached. Ideally, they should be contoured slightly to conform to the shape of the hull so that weight is distributed evenly across them.

The boat and mast must be tied down securely before traveling. The bow should be tied to the bow stanchion of the trailer to keep it from moving fore and aft. At least two additional tie downs should be used across the hull to keep it from bouncing and shifting sideways on the trailer. Some people insist that straps are better than ropes for this purpose; they are probably right.

The mast needs to be firmly secured; if you're carrying it on the boat, the front end should be raised above the back end of your vehicle. That's so when you're rear-ended by a truck, the mast won't come crashing through the rear windshield. Some bow stanchions have an adjustable extension that can be used for this purpose.

Keep these tips in mind, and with a little regular maintenance your travels will be trouble-free.

Help your editors – if you find a helpful or interesting article in another publication or on the web that would be of general interest, please send us a copy! Make sure to include the author's name and where it came from so we can give proper attribution.

Ooops ...

*your editors can attest that these weren't the only 2 over !*



Photos by Steve Schewe

# You against the Race Course

*by Bill Draheim as seen in Scots'n Water*

*Bill was a six-time member of the US Olympic 470 team, won national championships in 6 different classes, and is a two-time C of Cs champion*

In the 30 or so years that I've raced sailboats my successes have come in a wide variety of boats and I attribute my versatility to some things I learned from another multi-class champion, Bruce Goldsmith. Bruce was possibly the single most talented one-design sailor in the country during his peak racing days and offered to me what I consider a sound approach to sailboat racing. The underlying goal is to beat the racecourse, not your competitors.

Head into a race realizing others on the course have as much talent as you and they will be spending the entire race going as fast and being as smart as possible. Thus being true rules out a number of moves so often seen on the course. For example, you will lose ground on the racecourse if you luff boats off wind or pinch boats to weather of you after the start or after a lee bow tack. Remember, while you're luffing above course or pinching and going slow, others with equal talent to you are going straight and fast!

The "Rock Stars" really don't make the boats go much faster than the good weekend sailor, which is so often evident by the close proximity at the first weather mark. How often do you hear at the beer keg after a race, "I was right next to Eventual Winner going up the first beat." Eventual Winner got around the first mark along with a couple of other disciplined sailors just ahead of the pack and his or her group sailed smart, staying off each other's wind and pointing it at the next mark. The pack just behind was not so disciplined, each taking turns at trying to steal each other's wind but having little success. By the time everyone realized the boats in front of them were just as smart as they were, and capable of defending their position, the only course left to the jibe mark was sailing slow dead down wind.

Virtually the same scenario for this group developed on the second downwind leg. By the time Eventual Winner and his or her smart buddies got to the leeward mark, they were 200 yards ahead of the pack and the race was over for the chasers. Why? The chasers refuse to point their boats at the marks. This is the most misunderstood concept of off-wind racing! Sometimes it's not that you think you can blow over the top of the boat in front, it's that you feel that you're going faster and it will hit them if you don't go above. Generally, you're bringing the breeze with you as you approach the boat ahead. Eventually this boat will get the breeze, their speed will increase and they will stay ahead. Even if you get to the point where you can touch this boat, your smart course is to go below. This put you working on getting inside at the jibe mark. On the second reach,

going below the boats ahead won't put you inside at the leeward mark but it does allow both boats to point at the mark. Remember, when sailing off the wind and in close proximity to another boat, he or she is as smart as you and will not let you roll over the top.

Upwind it is also possible to lose distance to the racecourse if you get overly concerned about beating other boats. Sailboat racing is not like car racing; you don't pick off boats one at a time. You sail as smart and as fast as possible all the time, never slowing down to mess with nearby boats! Possibly more important than sailing fast upwind is sailing smart (going the right way).

The following situation happens at every regatta, but never should. For example, you are on starboard tack because you are on the lifted tack and going the correct direction. A port tack boat can't quite cross you so you must make a decision. You could either yell "starboard" or allow this boat to cross ahead of you. If you yell "starboard", this boat will tack in a lee bow position and affect your air. Eventually you have to tack away. If you make a slight duck and allow this boat to cross, you will continue on the lifted tack and head the direction you wish to go. Remember, whether on port or starboard, you have made your decision because it is the direction you want to go. Don't let other boats inadvertently influence your choice.

Too often going upwind, I also come up against the world's greatest pincher. It is tempting to try to out-point boats around you letting them know you possess the skill of ultra high groove sailing. Again, the problem with this game of temporary pinching results in a net loss for the boats forced into the game. Somewhere else on the racecourse, someone with equal talent to you is going at full speed in the direction they want, and making gains on the racecourse!

In conclusion, do your best to race Mother Nature around the race course and use other boats on the course simply as gauges to check your speed and as indicators of what the velocity and direction of wind is doing around you. Not only will racing against the course improve your results, but also reduce your trips to the protest room making the race more fun for everyone. I have had the pleasure of racing many of this country's great racers and they seem to have a number of things in common. The most important one being they rarely end up in the protest room. This leaves more time to soak up knowledge at the post race beer drinking and lie telling sessions! Good luck and beat the course next time.

# 2010 Interlake Boat Grant Program

It is finally here! The Interlake Boat Grant is underway. We're looking for motivated young sailors who would like the opportunity to sail a competitive Interlake next season. You might be a high school or college sailor, or a young adult who can't yet afford a competitive Interlake but wants to sail against the best our class has to offer. The Boat Grant is provided by the George Fisher Endowment in memory of one of our greatest sportsmen.

The grant program provides for the 2010 sailing season:

- the use of an Interlake with competitive sails
- payment of regatta fees
- the help of an Interlake mentor

In 2010 you can expect to compete against Skip Dieball (winner of US Sailing's Champ of Champs), Matt Fisher (winner of 2009 Lightning Worlds), and a number of former National Champions from this class and others. You'll also have the chance to sail at over 16 events on the ISCA Travelers Series.

Each applicant is expected to sail in a predetermined number of regattas, maintain the boat and equipment, and exhibit the highest level of sportsmanship. The grant is for use of the boat and

equipment for one season. At the end of the season the boat may be available for purchase, depending on the situation.

The Interlake is one of those "best kept secrets." We are a Midwest regional class and we promote high-level competition in a friendly atmosphere. Interlake sailors not only value the feel and performance of the boat, the competitiveness of the class, but also enjoy the festivities which surround the events. This philosophy has served the class well for over seventy-five years.

The Interlake was commissioned by the Sandusky Sailing Club in 1933. Francis Sweisguth, who had already designed the Star, was hired to develop a boat for the waters of Lake Erie and Sandusky Bay. The Interlake is a very tactical boat and well suited to the conditions in the Midwest. Fleets are concentrated in Ohio, Michigan, and Indiana, plus a fleet in Maryland. Midwinters are held in Tampa each March. The boat weighs 650 pounds and can be safely towed with almost any vehicle.

To apply, go to the ISCA website and complete the application and write a letter explaining why you and your team are the best candidates for the 2010 Boat Grant. The application materials must be received by January 31, 2010.

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



Skip and Ben sail the 2008 George Fisher Memorial Invitational Regatta  
Photo by Jeff Thompson

# Class News

## Big Air = Big Fun at Portage Lake

2009 Hot-to-Trot was NOT August Doldrums

By Clark Chapin, Interlake #1317

For 2009, Fleet 22 at Portage Yacht Club in Pinckney, MI moved their annual regatta from mid-September to Saturday of the weekend before Labor Day, August 29. Twenty Interlakes responded and sailed a one-day event that had more than enough wind for everybody.

The forecast was for winds in the 10-20 mph range and as Interlakers know, 10 mph is one thing and 20 mph is quite another! During registration, people willing to crew were at a premium. Jeremy Bronheim, visiting from Washington, DC was shanghaied onto Kirsten Petro's boat despite minimal sailing experience. By the time the fleet headed out for the Noon start, puffs in the teens were evident.

The first race featured nine windward-leeward legs. Scott Savage and Steve Aspery started near the pin with Bob Sagan and worked the left side of the course. Others, including Tyler Cathey and Don Wilson, got onto port tack early and were in the hunt at the first mark.

Around the offset mark and the sleigh ride began downwind! Sagan and Aspery dueled down wind, but then a vicious gust tossed #1402 sideways into the water, although Steve, David, and Conner Smith did manage to recover and finish the race in 14<sup>th</sup> place. The same puff pulled a block from Scott Savage's boat as well.

Scott, with wife Lynn crewing, got caught on the wrong side of a wind shift and dropped to about sixth place, but fought back to take the lead at the second weather mark and never relinquished it.

Tom Marriott and Becky Vardian steadily moved up through the fleet as the race progressed and finished 5<sup>th</sup> ahead of Mike McClinchie, who was the first boat to finish sailing with three aboard.

Don, Jane, and Tim Wilson had difficulties lowering their spinnaker and went wide of the leeward mark, but managed to hold on to 7<sup>th</sup> place, ahead of Bill O'Donnel and Brian Hawkins.

Steve Wiseman broke a jib fairlead car and made a quick trip to shore between races for a replacement part, but was unable to make it to the line in time for the start.

The second race was a shorter, six-leg windward-leeward race. The starting line was not so pin favored, but Aspery, Savage, Sagan, and PYC's Bill O'Donnel all fought to start at that end and again worked the left side of the course.

Tyler Cathey's day took a turn for the worse when he was OCS and had to return and start correctly. Soon afterward, a jib fairlead car failed on his boat and he struggled to finish in 10<sup>th</sup> place.

Savage led this race at each mark, followed by Clark and Bill Chapin in #1317. Behind them, Tom Marriott and Don Wilson traded places throughout the race with Marriott finally taking 3<sup>rd</sup> to Wilson's 4<sup>th</sup>.

On one downwind leg, Clark and Bill caught a huge puff and careened wildly down the race course, but high of the mark. As they rocketed down the course, Clark said, "I've got good news and bad news. The good news is that we're making distance on Scott. The bad news is that we have to jibe." They managed to keep the boat under the sails, but were not able to catch Scott and Lynn.

There were more downwind thrills and upwind slogging and feathering. A total of four boats capsized or failed to finish: Greg Harrison and Elona Van Gent in #1168, Ron Gall and Cara Bown in #1325,

Brook Smith and Sheri Hartlep in #1380, and Mike McClinchie, Brian Boso, and Rob Ciccotelli in #1066.

When Brook and Sheri righted the boat, they found minnows swimming in the cockpit, which must have been "Brook" trout minnows.

The race management team of Forest Rogers, PRO assisted by Jim Davis, Michael Ehnis, Steve Steckert, Lisa Berg, Dave Moody, and Roy Toth did a masterful job of laying out the courses and keeping track of the racers scattered all over the course. Chief Judge George Griswold made certain that proper and fair procedures were followed.

Because the race committee saw several gusts in excess of 20 mph in the second race, the PRO sent the racers in to shore. When the conditions failed to moderate significantly, the remaining races were abandoned and everyone set about to get the boats back on the trailers before heading to the party tent.

Carole Moody and Felicia Cathey organized a pot luck dinner with pulled pork sandwiches to warm everyone up. Everyone had stories to tell, although few could top the "brook trout" minnows.



Photo by Lisa Aspery

## 2009 Hot-to-Trot Final Results

Place	Skipper	Crew	Boat	Club	Race 1	Race 2	Total
					Finish	Finish	
1	Scott Savage	Lynn Savage	1340	LYC	1	1	1.5
2	Clark Chapin	Bill Chapin	1317	PYC	4	2	6
3	Bob Sagan	Gene Schmall	1411	GTYC	2	6	8
4	Tom Marriott	Becky Vardian	909	JRSC	5	3	8
5	Don Wilson	Jane Wilson, Tim Wilson	1374	ISC	7	4	11
6	Tyler Cathey	Jeff Hartlep	1341	PYC	3	10	13
7	Bill O'Donnel	Brian Hawkins	1292	PYC	8	5	13
8	Jeff Clark	Michele Bushaw	1370	HSC	10	8	18
9	Jack Coleman	Ann Taylor	1286	PYC	11	9	20
10	Steve Aspery	David Aspery, Conner Smith	1402	HSC	14	7	21
11	Brook Smith	Sheri Hartlep	1380	PYC	9	14	23
12	Mike McClinchie	Brian Boso, Rob Ciccotelli	1066	HSC	6	DNF	26
13	Kirsten Petro	Tom Kimball, Jeremy Bronheim	1318	PYC	17	11	28
14	Carl Grolle	Dave Auner	1335	PYC	16	13	29
15	Colin Freeman	Kristi Hilton, Dan Hilton	1010	PYC	19	12	31
16	Steve Wiseman	Jim Sunstrum	1278	PYC	12	DNS	33
17	Gregg Harrison	Elona Van Gent	1168	PYC	13	DNF	33
18	Ron Gall	Cara Bown	1325	JRSC	15	DNF	35
19	Jim Milliman	Bill Milliman	730	GTYC	18	DNF	38
20	Todd Willford	Wendy Willford	1109	PYC	DNF	DNC	42

Race Committee: Forest Rogers (PRO), Michael Ehnis, Jim Davis, Steve Steckert, Lisa Berg, Dave Moody, and Roy Toth  
 Protest Committee: George Griswold (Chief Judge), Matt Bounds, Fritz Wagner

## Haphazard Regatta

Mohican Sailing Club, Lucas OH  
 September 12, 2009

By Joe Murr, Interlake #1261, Fleet Captain

This year the Haphazard was a traveler's battle royal. There were fourteen Interlakes attending and nine were travelers. The winds were 5 to 10 knots all afternoon and the competition was brilliant. We want to thank everyone who made the trip to Mifflin and hope you come back again next year.

Place	Skipper	Boat	Crew	R1	R2	R3	R4	Total
1	Steve Aspery	1402	Mike McClinchie	2	3	1	1	7
2	Scott Savage	1340	Lynn Savage	1	1	2	4	8
3	Bryan Bradley	1376	Jim Bradley	3	2	5	5	15
4	Cara Sanderson	1333	Bill Sanderson	7	5	4	2	18
5	Wes Blazer	399	Ryan Kyle	4	4	3	7	18
6	Dennis Dieball	191	Andy Nixon	5	6	6	3	20
7	Ron Gall	1325	Ray Gall	12	9	7	6	34
8	Rich Wismer	972	Jim Peters	10	7	8	11	36
9	Alan Freeland	1305	Lindsey Holmes	6	12	10	10	38
10	Jim Boucher	1178	Mark Boucher	9	8	9	12	38
11	Steve Bardus	1386	Robyn Parker	8	10	11	9	38
12	Gary Rickel	1330	Andrew Knight	11	14	12	8	45
13	Tom Wills	902	Mike Fulton	13	11	13	13	50
14	Joe Murr	1361A	Marty Larsen	14	13	14	15	56

# 2009 Poltergeist Regatta

Indianapolis Sailing Club, Indianapolis IN

October 3-4, 2009

By Don Wilson, Interlake #1374



Photo by Todd Bracken

RANK	BOAT	SKIPPER & CREW	FLEET	CLUB	R1	R2	R3	R4	R5	R6	TOTAL
1	1340	Scott Savage Rick Savage	24	HOOVER	1	1	2	2	2	1	9
2	1402	Steve Aspery David Aspery, Lisa Aspery	24	HOOVER	2	3	1	3	1	2	12
3	1370	Jeff Clark Cara Sanderson-Bown, Kirsten Petro	24	HOOVER	3	2	3	1	4	4	17
4	1374	Don Wilson Jane Wilson	28	ISC	6	5	4	4	6	3	28
5	1317	Clark Chapin Bill Chapin	22	PORTAGE	4	4	5	5	5	5	28
6	1178	Jim Boucher Mark Boucher	23	LEATHERLIPS	5	6	10	11	9	8	49
7	1380	Brook Smith Sheri Hartlep	22	PORTAGE	10	10	11	8	3	9	51
8	1401	Jim McDonald Thane Morgan	28	ISC	12	8	7	6	7	13	53
9	1341	Ty Cathey Felicia Cathey, Jeff Hartlep	22	PORTAGE	9	11	6	9	10	10	55
10	1270	Bryan Sarber Paul Kirkpatrick, Keith Hasel	28	ISC	7	12	13	7	11	6	56
11	1305	Alan Freiland Lindsey Holmes, Tim Lohner	24	HOOVER	11	13	12	10	8	7	61
12	1313	Hans Haupt Jo Delano, Ros Lim	28	ISC	8	7	9	13	DNC	DNC	73
13	1307	John Nagle Jay Levy	28	ISC	13	14	15	12	13	12	79
14	1325	Ron Gall Ray Gall	4	JOLLY ROGER	14	9	8	14	DNC	DNC	81
15	1269	Jack Coleman Ann Taylor	22	PORTAGE	15	16	16	DNS	12	11	88
16	1066	Mike McClinchie Bill Smith	24	HOOVER	16	15	14	15	15	14	89
17	1360	Joe Vicini Sue Trammell	28	ISC	17	17	17	16	14	15	96

**DNC** Did Not Compete  
**DNS** Did Not Start

18	18	18	18	18	18
18	18	18	18	18	18

The 2009 edition of the Poltergeist Regatta was once again held the first weekend in October. We enjoyed a great weekend of sailing and friendship. Seventeen Interlakes from five clubs participated.

The wind forecast for Saturday was 15-20, with gusts over twenty. This year the Poltergeist did his best to meet this forecast, but fell a little short providing us with excellent breezes out of the south/southwest. Our PRO, Paul White, did a great job setting up two lap windward-leeward courses. The fourth and final race on Saturday was finished downwind at the club. This provided for several close finishes, as was most of the racing all day.

This year Fleet 28 had a little surprise dinner for our guests. Instead of the traditional State Fair Pork Chop dinner, we served Hawaiian chicken and pork prepared by a fleet member, David Remick. As you may remember, this is the dinner we served at the 2005 Nationals. Several guests commented on the welcomed change. If Dave is willing, we will plan on this again next year.

The Sunday morning chill quickly warmed as the sun appeared and the breezes subsided to about eight knots. This provided the PRO the opportunity to setup and complete two more windward-leeward courses.

As the boats were being put away, a chili lunch was being prepared. Following lunch, was the trophy presentation. The first place trophy went to Scott Savage who battled with second and third place finishers Steve Aspery and Jeff Clark. We (Jane and I) were able to beat Clark Chapin in the last race to take fourth place, who finished fifth.

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



## The Raffle is almost over!

George Fisher always had a great commitment to the Interlake, to teaching our sport, and to developing young sailors. The George Fisher Endowment is continuing these commitments in his memory. Our immediate goal is to raise money for the Interlake boat grant program. This program will provide young sailors with the opportunity to experience Interlake racing and the Interlake Class.

Young sailors will be able to apply for a grant that will provide them with the use of a competitive Interlake for a season. They will also be assigned a mentor and may receive some funding for expenses and registrations. The Memorial regatta and the new boat raffle are the first major fundraisers for the foundation.

The Raffle is almost over! Tickets are \$100 and the prize is 50% of ticket sales or a new Interlake if we get to 200 tickets. Just send your check for \$100 and we'll mail your ticket to you. What color would you order for your new Interlake?

Make your \$100 check payable to the  
George Fisher Endowment  
and mail to:  
Steve Aspery  
6473 Northland Rd  
Worthington, Ohio 43085



# 2009 Clark Lake Invitational Regatta

Clark Lake Yacht Club, Clark Lake MI

September 26-27, 2009

By Ron Gall, Interlake #1325

This year's Clark Lake Regatta was doomed by the forecast. It was predicted to rain all day Saturday, and blow with gale-like consistency on Sunday. And this, along with last year's unfavorable weather may have discouraged many interested Interlakers from attending. The actual weather was far from that of the forecast. The rain held off all day Saturday and the heavy wind didn't show until later in the evening on Sunday. Light and shifty is what we actually saw on Clark Lake both days.

The goal was to get in three races on Saturday and two more races on Sunday. This was not a problem. The wind was light, but was no problem for Ty and Felicia Cathey. After sailing here for years, they thoroughly understand the lake. Not only did they get three bullets on Saturday, they made it look easy. Bob and Betsy Bradley have also mastered this lake and was their closest competitor. The shifty conditions left the rest of the boats shuffled and in position for the third and final trophy.

Bryan and Jim Bradley won that battle for third with a consistent racing and a convincing bullet in the final race on Sunday. Ty and Bob continued their consistent ways with an easy first and second place.

I'd like to thank Clark Lake for inviting us back every year. For me this is one of my "must not miss" regattas because of their unusual and unforgettable races, but most of all, their unbelievable hospitality.

There were five classes this year – Interlakes, Rebels, Buccaneers, Wayfarers and Snipes. The Interlakes were the second largest, next to the Rebels. There are still many Interlakes at Clark Lake, but most of the racing occurs in Rebels. I encourage all Interlakers to support this regatta, in hopes that the Clark Lake Interlake group can be revived. CLYC once had a large and strong Interlake fleet and it is my hope that we can help this return. Next year, make your fleet's presence known at this regatta. I guarantee a great time!



photos by Todd Bracken



More photos from The Poltergeist

Place	Boat	Skipper	Crew	R1	R2	R3	R4	R5	Total
1	1341	Ty Cathey	Felicia Cathey	1	1	1	2	3	8
2	1332	Bob Bradley	Betsy Bradley, Chris Davis	3	3	2	1	2	11
3	1376	Bryan Bradley	Jim Bradley	4	4	4	5	1	18
4	1269	Jack Coleman	Ann Taylor	2	6	7	4	4	23
5	1325	Ron Gall	Shelly Rothenbuhler, Ann Pytell	5	2	3	7	7	24
6	909	Tom Marriott	Tim Marriott	7	5	5	3	5	25
7	1248	Matt Blecke	Kevin Bracy	8	8	6	6	6	34
8	609	Ben Mantey	Kim Mantey	9	9	8	8	8	42
9	161	Craig Spear	Dave Marriott	6	7	DNF	DNF	DNS	43

## Annual George Fisher Snowball Regatta

Buckeye Lake Yacht Club, Buckeye Lake OH

October 10, 2009

By Tracey Davis, Interlake #1281, Fleet Captain

The morning started as a beautiful fall day on Buckeye Lake. Translation: cloudy, with a little bit of sun, and of course light shifty winds. We had 8 boats registered. The first race, after a short delay went off without a hitch. One minute we are sailing up wind and the next we are on a reach or running. The first race was won by Ty Cathey sail # 1341 from Portage Yacht Club.

We floated around waiting for the wind. It filled in slightly and the 2<sup>nd</sup> race was started. With Steve Aspery sail # 1402 wining the 2<sup>nd</sup> race. The wind had increased to 3-5 mph for our 3<sup>rd</sup> and final race. And the winner of the final race and over all regatta, Steve Aspery! Congratulations!



Place	Skipper	Boat #	Club	Race 1	Race 2	Race 3	Total
1	Steve Aspery	1402	HSC	2	1	1	4
2	Ty Cathey	1341	PYC	1	2	2	5
3	Rob Ciccotelli	1289	HSC	5	3	3	11
4	Mike McClinchie	1066	HSC	3	5	5	13
5	Larry Basford	567	HSC	4	4	6	14
6	Tracey Davis	840	BLYC	7	7	4	18
7	Steve Harris	898	BLYC	6	6	7	19
8	Steve Goodyear	950	BLYC	DNS	DNS	DNS	27

## 2009 Fall Blowout & Founders' Cup

North Cape Yacht Club, LaSalle MI

October 17, 2009

By Tom Marriott, Interlake #909

Skipper	Race 1	Race 2	Race 3
Bob Bradley	2	1	1
Don Wilson	1	2	2
Tom Marriott	3	4	3
Jeff MacKay	4	3	4
Bryan Bradley	DNF	DNS	DNS

Editor's Note: Congratulations to JRSC on winning the Founders' Cup!

For those who sailed the Blowout, the weather far exceeded expectation. With a forecast of 15-knot north winds and freezing temperatures in the early morning, it is understandable the turnout was low. Five Interlakes, 4 Lightnings, and 18 Thistles raced on what turned out to be a very shifty 8 to 14 knot breeze.

Don Wilson took the first race with a stellar spinnaker run around the triangle setting up a sizable lead for the next two legs. Bob Bradley, sailing with Eric and Betsy, came back in the second race setting up a showdown for the final race. It came down to the final 50 feet of the third race. With Don in the lead by only feet, the Bradleys threw a perfect 10.0 jibe for the finish that inched them over the line to take the gun.

Bryan and Jim Bradley have a great father and son project building a new rudder over the winter. I believe I saw pieces of the old one floating toward Toledo.

# Jobson Takes the Reins

## New US Sailing President Gary Jobson Challenger Members

By Clark Chapin

ISCA US SAILING Representative



YOUR PASSION. ORGANIZED.

Buckeye Lake attended as a member of the Men's Championship Committee. Clark Chapin attended as a member of the House of Delegates as well as Chair of the Bylaws Committee. Both attended the meeting of the One-Design Class Council.

### New President and Board of Directors

Gary Jobson, former America's Cup sailor and the face of sailing on ESPN for 20 years, was formally elected as President. His intense yet personable style was evident all weekend long and the Board and Staff were affected immediately.

As the first sign of change to come, Gary's initial remarks to the Board and members present were videotaped and uploaded to the US SAILING web site within an hour of his election.

Each of the dozens of Committee Chairs was directed to have at least one member in their 20s and one in their 30s. In some cases, this will dramatically lower the average age of the Committee.

### US SAILING Championships

The review of the US SAILING Championships has highlighted the imbalance of participation both among regions and among the various championships. The Junior Championships (Sears/Bemis/Smythe) are generally well attended. The Adult Championships (Mallory, Adams, and O'Day) are less well attended; half of the Areas had no semifinal events at all. As a first step toward reorganization, the Men's and Women's Championship Committees were combined to reduce overlap and encourage the combination of the semifinal events.

### US Olympic Committee Negotiations

The ongoing controversy with the United States Olympic Committee over, for example, whether parties to a protest hearing have to be allowed to have their attorneys present remains unresolved, but Gary vowed to work speedily toward a settlement that leaves the management of races intact while addressing the grievance of Farrah Hall.

### One-Design Sailing Symposium

The One-Design Sailing Symposium will not be held this year, but in 2010 will be held in Southern California. This successful program features an exchange of ideas for class and fleet promotion as well as go-fast presentations by class champions. The

The US SAILING Annual Meeting was held in Houston, TX on October 21-24.

Steve Harris of

2010 version will include topics of interest to offshore one-design classes that are popular on the west coast.

### Finances and Membership

In these hard economic times, the staff has taken extraordinary measures to reduce costs while maintaining essential services and continuing to implement the conversion to a newer, more efficient, and internally managed web site.

Much work in this area remains to be done, but the challenge of transitioning to a new site without losing any content or links makes the going slow.

Membership net revenue is up when compared to both last year and four years ago, the last time the rule book was new.

### Awards

- St. Petersburg Trophy for Race Management – Carolina Yacht Club for the Laser Masters Regatta.
- Timothea Larr Trophy for Training – Dick Allsop of Jacksonville, FL.
- Gay Lynn Trophy for Disabled Sailing – Betsy Alison, Coach of the US SAILING/Alphagraphics Paralympic Team
- Herreschoff Trophy for Service to the Sport – Terry Kohler of Detroit, the owner of North Sails and the creator of the new Sheboygan Sailing Center.

### Community Sailing Programs

The proposal from the new Community Sailing Council to certify community sailing programs that use US SAILING-trained instructors and US SAILING materials was reviewed by the Board and moved toward implementation. New sailors in these programs would receive a special membership and a card that would let them sail at any of the other similarly certified community sailing centers. This would be a benefit

to them at little cost to US SAILING.

### One-Design Class Council Elections

The Council re-elected Matt Bounds as the Chair, Dave Rosekrans as the Vice Chair, and Clark Chapin as the Secretary. Indianapolis Y-Flyer sailor Kevin Black was elected to the ODCC Executive Committee.

### 2010 Spring Meeting

The 2010 Spring Meeting will once again be held in Rhode Island next March and will feature a full open house at the US SAILING Offices in Portsmouth so that all of the volunteers can see the facility and meet the entire staff face-to-face.

Jobson's intense yet personable style was evident all weekend long.

**ISCA Executive Committee Meeting  
Saturday, October 3, 2009  
Indianapolis Sailing Club, Indianapolis, IN**

**CALL TO ORDER**

President AJ Savage called the meeting to order at 5:44 pm. A quorum (at least 50%) of the voting members was present:

AJ Savage (President)                      Ron Gall (Secretary-Treasurer)  
 Scott Savage (Vice President)              Steve Aspery (Intercom)  
 Jeff Clark (Chief Measurer)              Mike McClinchie (S-OH VP)  
 Don Wilson (IN-East Coast VP)  
 Also present: Terry Kilpatrick (Builder)

**MEETING MINUTES**

Minutes from the Executive Committee meeting of July 25, 2009 were approved.

**REPORTS**

**A. Secretary - Treasurer**

Ron Gall reported:		(final)		
Membership:	2009	2008	Money:	as of 10/3/09
Active	157	168	Checking	\$14,305.40
Associate	28	20	Savings	\$8,918.43
FYF	17	14		=====
Life	7	7		\$23,223.83
	209	209		

It was recommended that we move some of our money from the checking account to the savings account.

**B. Chief Measurer**

Jeff sent a draft to the Executive Committee of a letter intended to be sent to the Sandusky Maritime Museum explaining the ISCA's stance on their building of an early Interlake replica. It was agreed that we accept the letter as written, with the exception that we leave out the portion that describes a contribution to this project from the Interlake Class. This contribution will not be ruled out, but will be addressed at a future time, when our financial situation is clearer. This was made into a motion by Steve Aspery. The motion was seconded and approved.

Terry made a new rudder template. The old rudder template is still missing. Jeff asked the Executive Committee to continue searching for this.

Jeff asked the Executive Committee if he should write a letter to anyone building Interlake rudders commercially about our policy on this. It was agreed that no one is currently building these rudders commercially except our builder. It was suggested that we instead remind the class via the membership meetings or via an article in the Intercom.

It was brought up to Jeff that our rules regarding sail purchases and usage are vague at best. It was suggested that we rewrite these for clarity. Steve Aspery proposed that we ask the Measurement Committee to examine and address and bring back recommendations on the sail purchase and use issue. This was seconded and approved.

**C. US SAILING**

Clark Chapin reported that the US SAILING annual meeting will be in Houston on the 21-24 of October and he will be attending. Voting is currently open for the Board of Directors until October 15. Clark reported that the US SAILING Championships Committee is looking for classes to host the Championship of Champions regatta in future

years, which the Interlake Class last did in 1986. Clark is familiar with what we need to do in regards to this. Skip Dieball will be representing the ISCA as well as the Highlander Class at this year's CofC's in St. Louis.

**D. Builder**

Terry Kilpatrick reported that this year's boat sales were down to just two new boats, but he has three on order for next year. Terry suggested that, from a marketing standpoint, that we maintain a list of good used boats. He recommended that we get with the Fleet Captains and get these boats evaluated for an accurate list. This way we can market the used boats and therefore keep their values up. If the values for used boats fall, it will make it that much more difficult to make the transition into buying new boats.

Terry reported that he did not implement his price increase this year but intends to implement it next year, while still keeping the Interlake competitive with other classes.

**E. Intercom**

Steve Aspery reported that he needs pictures and articles for the next Intercom. The deadline currently is October 15.

**F. Marketing**

No report.

**G. VP Reports**

**Northern Ohio:** None.

**Michigan:** None.

**Southern Ohio:** Mike McClinchie reported that he had four successful regattas in his region this year. The next regatta will be the Chief's next year. The Buckeye Lake (Fleet 40) George Fisher Snowball Regatta will be next weekend, October 10.

**Indiana/East Coast:** Don Wilson thanked everyone for attended this year's Poltergeist Regatta. Don reported that Fleet 28 has had some turnover in their Interlake memberships as previous members have sold their boats to new Interlakers.

*Continued on page 18*

**You've packed up your boat for the year – now you have time to write an article to share!**

- What does your fleet do in the off-season?
- Do you have an interesting, sailing related hobby?
- Boat maintenance projects
- What else?

**The deadline for the next Intercom is  
January 15, 2010**

Please send articles and photos to  
[LAspery@columbus.rr.com](mailto:LAspery@columbus.rr.com)

## OLD BUSINESS

### A. Non-Profit Status

AJ Savage reported that Jim Bradley has contacted an attorney to see what it would cost to file 501c3 paperwork. The initial estimate was between \$400 and \$700. Ron Gall will look for documentation regarding our current status.

### B. 2010 Nationals

No report.

### C. National Race Committee

Scott Savage spoke with Steve Harris about being the PRO for the 2010 Nationals. Jamie Jones and Bryan Parker were suggested as potential members for next year's NRC. We are trying to balance the NRC with lake and pond sailors. Scott asked the question of whether we should hire a judge for this event. Is this a valid expense? Jeff Clark reminded everyone of a least one case where hiring a judge would've prevented problems. George Griswold was suggested as a good candidate for Judge.

## NEW BUSINESS

### A. 2010 Fleet Captain's Meeting

Ron Gall suggested that we make the next Fleet Captain's Meeting mandatory. If the Fleet Captain cannot attend, he (or she) must assign a replacement to attend. Ron brought up the need to discuss ideas to increase participation, especially at the fleet level. This was generally agreed upon. An e-mail will be sent out informing the fleet captains of this prior to the meeting.

### B. 2010 Travelers' Series

Mike McClinchie has volunteered to maintain the 2010 Travelers' Series scores and standings. The standings will be e-mailed to the class following each regatta next season.

### C. Next Meeting

The next meeting will be held at Jolly Roger Sailing Club in Toledo, Ohio on January 31, 2010. Call Ron Gall at 419-450-6972 if you need directions.

Meeting adjourned at 6:32 pm.



*Carl Grolle and Dave Auner moving well at Portage  
Photo by Steve Schewe*

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#### Please contact:

LAspery@columbus.rr.com  
Steve & Lisa Aspery  
(614) 841-1846



*Poltergeist photo by Todd Bracken*

## ISCA Member/Builder Committee

Created by the ISCA Executive Committee to promote a positive relationship with Customflex and assist members in resolving difficulties with service and parts. Members should contact one of the committee members for assistance.

Steve Wiseman 734-663-3217  
Bob Bradley 734-243-0974  
Scott Savage 614-889-7729

## Classified Ads:

**Interlake 1382** for sale: Dark blue hull with cream racing deck. Teak rub rails with Custom Flex rudder and Dieball rudder. Sailors Tailor Top and Bottom Covers. Two sets of sails, boomkicker, paddle, anchor, bailing bucket. Weighs 658# Lorain Nationals, Good race record. Stored indoors during winter in heated garage. Asking price 7,000.00 Please email me for pictures Sail1248@aol.com

**Interlake 1320** Ivory colored, black rub rail, race deck, cut down centerboard trunk, stainless steel centerboard, flotation tanks, boat cover w/sides, suction bailers, COOPER galvanized trailer, minimum weight of 650lbs., lift bridle, 2000 NORTH main & jib, GREINER spinnaker, currently racing, 8-time fleet champion, including past 5 years, boat is in Columbus at Hoover Sailing Club, \$3,500. Contact Tom Eisert @ 614-595-6791 or 614-367-2299 or teisert@sbcglobal.net

*Classifieds continued on page 19*

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### Fleet #14 North Cape YC

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### Builder

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Jeffc1370@yahoo.com

## Classifieds continued

**Interlake 1230** is itching for a race! Outnumbered by our kids, we've finally accepted the end to our racing days (for the time being), and would love to see 1230 find new life and get back in the game. This high-quality boat has a white deck and light blue hull and racing stripes. Includes two main sails, two jibs, and two spinnakers in good condition. Equipped with vang, halyard tensioners, through-deck Cunningham, internal main outhaul, and boom topping lift. Cut down centerboard trunk. Includes tiller with adjustable extension and one-piece fiberglass rudder. Includes trailer and canvas boat cover. Asking \$3500. Stefan and Julianna Thibodeaux, Indianapolis, Indiana, 317-920-1679. Stefan's cell: 317-372-4689. Email: jethibodeaux@mac.com

**Interlake 466** EXCELLENT CONDITION! Completely restored by Denny Dieball in 2003. Boat is light gray with a beautiful varnished mahogany deck and transom. Teak floorboards with two bailers and four built-in cup holders! New Harken jib tracks and custom Nickels Boat Works Lightning style jib block system in 2008. All Harken carbo blocks. New Maffioli main, jib, and spin sheets in 2007. New upgraded wire to rope jib halyard with halyard purchase system just before Nationals this year. Cut down centerboard trunk with stainless steel board. This boat is 1 pound over minimum weight. Nice trailer with new bearings in 2004. Mooring cover included. Boat comes with a 2006 North main, 2007 North jib, and 2005 North Spinnaker. Great Interlake that is light, fast, and very stiff (new stringers in

2004). Boat has always been meticulously maintained and has only been stored in a heated storage garage. \$5,500. Pictures available upon request. Please contact Jim Ward at 216 529-4692 jimward7@hotmail.com

**Interlake 342** Own a piece of history! First place season winner! This classic boat is in very good shape with all the original spars (including whisker pole) in excellent condition and nice bright varnish. Powder blue over white over navy blue. Race ready, vang included. 2 sets of sails: one in very good condition the other used less than 10 races. Brand new custom mooring cover, never used! 2 centerboards: 1 aluminum, 1 steel (stainless??) both in very good condition. Original wooden tiller with aluminum rudder. Trailer ready to roll, but could use some paint. First \$3,000 takes it! Ashland, Oh area 419-945-2194 wjj6@juno.com

**Rudder** 2000 Customflex one-piece rudder. Excellent condition, used for racing so far this season, but new rudder has arrived. \$100 firm. Jeff Clark, 614-487-8787 or jclark1370@yahoo.com

**Galvanized in-the-water boat lift** for personal watercraft, power or sailboats 11' to 20'; extras including supports for Interlake; \$500. Ask for Greg at 330-896-4200.

**2007 Mercury 2.5 HP** four stroke engine with Garelick adjustable engine mount. Cost \$945 Sell \$650  
Dave Thomas (248) 685-9753

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