

The
Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

February 2011



Serious Interlaking: Experience Matters!



Dieball Sailing welcomes ISCA Champion Paul Abdullah!

A company is only as good as its support team!

For years Skip Dieball has been working hard to help Interlake sailors get more out of their experiences. His team in Toledo knows that you have to have fun if you are going to enjoy everything Interlake Sailing has to offer. In January, the Dieball team joined forces with '04 & '05 Interlake National Champ Paul Abdullah. Paul is a great sailor, teacher and enthusiast. He embraces the Dieball Sailing approach!

DIEBALL SAILING - www.dieballsailing.com -

Experience matters...Dieball Sailing has it!

2011 promises to be one of the best Interlake seasons yet! We have great design enhancements that we are delivering and, as always, we've been busy making the "Dieball Sailing Experience" a part of everyday Interlake Sailing. Everything from our how-to tips to tuning advice. Call or email today! Skip, Ernie, Rick and Paul are there to help.

info@dieballsailing.com - 419-726-2933

From the President

By Scott Savage, Interlake #1340



What a winter so far. Having just returned from the Executive Committee and Fleet Captains meetings, I am excited for the sailing season to get underway. I first want to thank the Kilpatricks for hosting our winter meetings. Second I would like to thank all of our Fleet Captains and Executive committee members for braving the cold and committing to the betterment of our class.

We have two new ballot items for your consideration. First off we looked at the Sail Window area for the jib and main. The EC had tasked the measurement committee with restoring the main window to its previous size and potentially enlarging the jib window. These were priority items due to the safety issues they represent. The second ballot item also has to do with sails. Our current language was unclear and confusing in the area of sail acquisition. We have come up with language that clears up the acquisition specifications for the class. Thank you for your consideration of both items, please exercise your vote.

Finally, we on the Executive Committee are hard at work to ensure the long term viability of our class. One of the items we are working on is documents to take the ISCA into formal Non Profit status with the IRS. This will allow charitable and educational opportunities we currently can not take advantage of. Soon you will see the first documents emerging for review and discussion. Please become part of the process. We are continuing to evolve; other classes have not with grave results. Help us grow, and make the ISCA what you envision it to be.

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Cover Photo:

Steve Harris tries a different starting strategy.

Photos on cover and this page by Lisa Aspery from the 2010 George Fisher Snowball Regatta at BLYC



Norm Winkel

Born August 6, 1929 - Sandusky, Ohio ~ Departed December 26, 2010 - Sandusky, Ohio

By Mike Muhn, ISCA Historian, Interlake #1242



Norm Winkel, Interlake Class legend and one of the original Life Members of the Interlake Sailing Class Association passed away, December 26, 2010.

Norm was involved with yachting from childhood. He served as commodore of Sandusky Sailing Club in 1965, I-LYA in 1978, and Sandusky Yacht Club in 1998. He took sailing to heart and was very competitive, but what he really loved was introducing people to sailing and watching them get hooked. He was a true yachtsman in every sense of the word. His wise guidance and leadership will be greatly missed.

Current ISCA Historian, and long time friend, Mike Muhn was asked by Norm's family to offer reminiscence at Norm's Memorial Service. Following is Mike's eulogy (words in parentheses have been added for clarification):

In the next few minutes I'm going to tell you the story of how Norm and I were introduced to each other. It's really a story involving a lifelong shared passion common to both of us - the Interlake Sailboat.

In April of 1968, 20 years old and still an undergrad, I decided to buy Interlake #164. As a non-swimmer, my father was not pleased with this decision. Two years later, now a grad student, attending a summer semester, a fraternity brother and I used the boat as bait, and were successful in "picking-up" three girls sunning themselves on the beach at Hueston Woods State Park, by asking them if they would like to go for a sail.

That fall I took one of those girls home to Toledo to meet my parents. Upon learning how I met Judy, my dad suddenly had almost as much appreciation for the boat as I.

In the spring of 1973, upon moving into our first house in Perkins Township, a new neighbor noticed the boat in the driveway, introduced himself, and asked

where I was planning on keeping it. He suggested Sandusky Sailing Club and said if I was interested he could get me a membership application from his boss - a guy named Norm Winkel.

Norm Winkel, Norm Winkel - I told the new neighbor that somehow the name Norm Winkel was ringing a bell. Later that evening, I dug out the documentation of Interlake 164, the fifth Fiberglas Interlake built. Sure enough, at the top of the list of the previous five owners the name Norm Winkel appeared as the original owner. Upon joining SSC, and attending my first meeting, it would be a definite understatement to say it was not hard to figure out who Norm Winkel was. After the meeting, I introduced myself to Norm, obviously telling him that I was now the current owner of Interlake 164. We developed an instant bond.

(By the way, some of you here may have figured out who that new neighbor was. His name was Don Gregory, who some years later also joined SSC and was the club's Commodore in 1988.)

Three years later, the bond between Norm and myself grew stronger as he became the first Past Commodore of SSC to run through the chairs of I-LYA, and I was elected to the Sandusky Sailing Club Board, then subsequently ran through the chairs at SSC. During these years Norm, who mastered in the art of delegation, often utilized a couple guys with relatively strong backs and weak minds, namely Fred Walcot, (who owned Interlake 382 at that time) and myself, to help him with many of the "physical" details he faced leading I-LYA; that's another way of saying doing grunt work - mostly hauling cases of beer & wine. I took the opportunity to lean very hard on Norm for guidance as I was tapped to lead SSC.

Jump ahead approximately 30 years - Norm and I are now serving together on the Board of Trustees at the Sandusky Maritime Museum. Norm expresses his feelings to me, that in his opinion, the Interlake, which like Norm, was born and bred in Sandusky, does not have an adequate display at the museum. His idea, and as you know a lot of Norm's ideas were very big, - build a boat, not a scale model, but a full size 18' Interlake, made out of wood, as specified in the original drawings, to be displayed at the museum. I kidded Norm by telling him that I thought he might be a little "two-faced" due to the fact that in the late fifties, he was honored, receiving a Life Membership in the Interlake Sailing Class Association, for converting the wood Interlake plans to Fiberglas, insuring that all boats would be competitive sailing against each other.

(Norm's work is largely responsible for the Interlake's minimum weight of 650 pounds. Unlike today's Fiberglas boats, which are mostly dry sailed, wood boats were predominately wet sailed in an attempt to stabilize the swelling, and consequential leaking, of wood planks. A wood boat typically could pick up 100 to 150 pounds during a summer season when wet sailed. 650 pounds was determined to be more or less the average weight of existing wood boats being sailed prior to 1957 when Vince DiMaio introduced the Fiberglas Interlake.

Norm was also heavily involved when the Class decided to switch from the original box constructed wood mast to the pear shaped aluminum mast that is today's standard. During the discussion about this conversion, wind tunnel tests, of up to 75 miles per hour, confirmed that the pattern of deflected wind was minimal when the shapes of the wood mast vs. the shape of the aluminum mast were compared.)

Now, 50 years later, he was doing an "about face" - promoting building a boat out of wood. Those of you who knew Norm like I knew him, know that once he decided to start promoting an idea, he could be very persuasive, and someone who could be very difficult to say no to.



Before long, Norm, got the museum's blessing, obtained some start-up funding and started to recruit others interested in committing themselves to the project. A group of approximately six individuals now meet every week at the museum. A week ago the last bottom plank on the boat was installed.

Until a couple of weeks ago, Norm attended virtually every work session. About three months ago, the group informed him that we had made an "irrevocable executive decision" regarding the boat without his input. The frown on his face quickly disappeared when we presented him Eric's (Norm's son) rendition showing that the name appearing on the transom of the boat will simply be "Norm". We told him that without his prodding, the reality of a boat being built would not be

happening. He told us that he was very honored.

Hopefully, in less than a year from now, when "Norm" is finished and takes her place in the museum, all of you will know, and will be able to explain to others, why she proudly displays a name of masculine gender.

So you see, for me personally, it's the Interlake that bookends an almost 40 year friendship starting with Norm signing my SSC New Member Application, and ending with a lot a quality time spent together the last year and a half. Obviously, in a few moments, all of us will be telling our own stories and reliving experiences each of us had with Norm over the years.

One thing is for sure. With all his accomplishments, Norm never forgot his roots. From keeping an eye on the activities of the Interlake Class as he moved on to sail larger sailboats, to proudly displaying the SSC and SYC burgees on the transom of his boats, Norm always recognized, and never forgot, where he came from. And as a Miami guy, how can I fail not to mention his green & white OU Bobcat hat, announcing to all that while he was a Buckeye Fan, his heart always remained in Athens.

The Great Lakes Yachting Community, with a very heavy emphasis on sailing, has lost an icon.

Norm's kids, Eric and Amy, along with their children have lost a father and a grandfather who was very very proud of all your accomplishments.

Gloria, has lost a very devoted and loving husband of 57 years. All I can say to you Gloria is "Thanks for letting Norm come out and play"!

Norm, thanks for being such a good mentor, and thank you for being my friend!

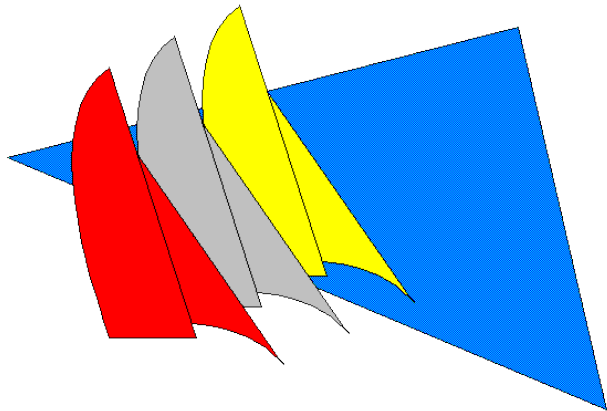


Intercom Tips and Techniques

Racing Basics – Part 4

by Mark Johnson [copyright 1/19/95]

Selected excerpts – from the website http://www.uiowa.edu/~sail/skills/racing_basics/index1.shtml



Rounding Marks

Rounding the marks on the course can actually be fun to practice. This is a good thing, because many gains and losses are made at mark roundings. Often a pack of boats will approach the mark, basically tied with each other. Because of the nature of the rounding, someone will come out on top, and depending on the number of boats and the skill of the skippers, the last boat could end up 20 boatlengths behind.

Windward Mark

The windward mark, with small fleets, often provides an uneventful rounding, but it can get exciting. The goal for this rounding is to come into the mark on starboard with a full head of steam, and accelerate evenly as you bear off for the next leg.

To have a full head of steam at the mark, you should plan to come in about 1/2 to 1 boatlength above the layline, to be able to bear off as you approach. Then, as you bear off for the next leg, begin to let the sails out evenly. Let them out enough to keep the telltales flowing, but don't let them luff.

Occasionally, you will be below the layline by 1/2 boatlength. In this case, the safe thing to do is tack once to get above it, and then tack again to round. However, it is possible, if you have enough speed, to get around the mark without the 2 extra tacks. The technique is to head straight at the mark until about 3/4 boatlengths, and then "shoot" straight up into the wind. With enough speed, the boat will coast past the mark, pissing off all those who thought you had to tack to get around. Then, just bear off, and continue the smooth acceleration.

Laylines

Laylines, if you don't know by now, are the lines upon which you can sail close-hauled and just make it around the mark.

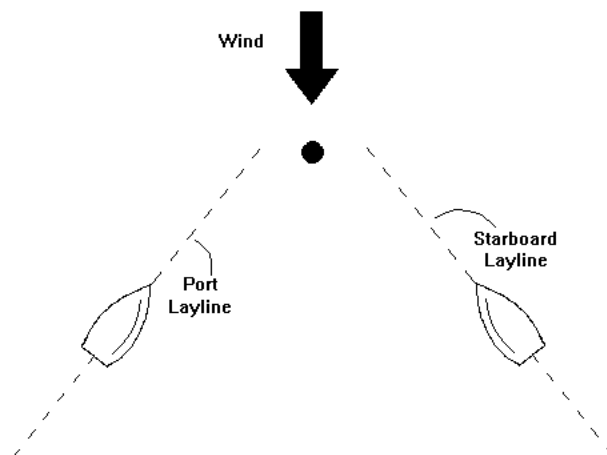


figure 26

It is best to avoid the laylines until the end of the windward leg. Don't get to them until there are about 10 boatlengths to go. There are many reasons for this:

1. While on the layline early, the boats who tack onto the layline in front of you, feed you bad air all the way to the mark.

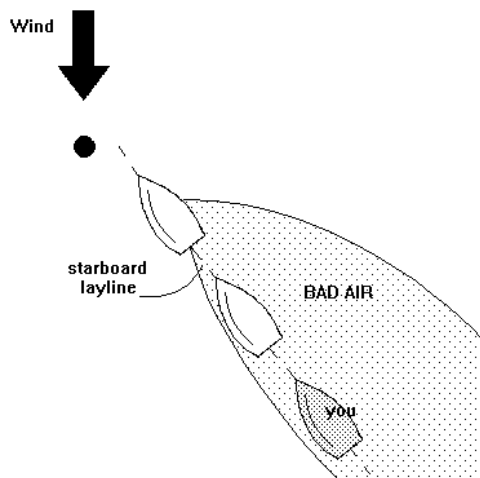


figure 27

You certainly won't want to tack away and sail a lot of extra distance, so you're stuck.

2. If you are on the layline with boats to leeward and you get a lift, the boats below you can now "fetch" the mark, while you overstood. This means you sailed further than you needed to get to the layline.

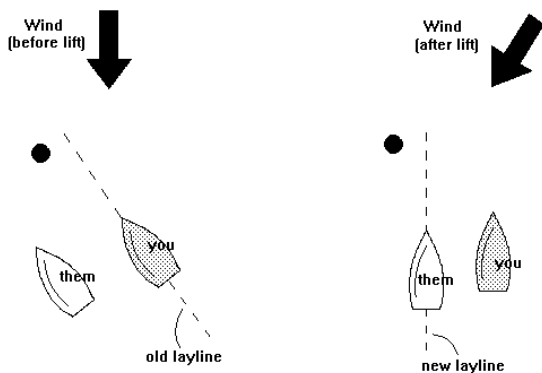


figure 28

They simply waited for the layline to "come to them." This means if you sailed 4 boatlengths to get where you are, the boats around you that didn't go as far, gained 4 boatlengths from a shift of the wind.

3. If you get to the layline way early, and the fleet gets a header, those to leeward pull ahead. You can see this by looking back to figure 24.

Anything that happens with you on the layline early spells trouble. Just say WHOA!

Reach Mark

The reach mark, just like the windward mark, is often uneventful. The object here is to jibe nicely and smoothly, without tangling up with anyone. Also, it is often (not always) a good idea to head up for a short time after rounding the mark. This gives you clear air from those coming down after the reach mark, and it also puts you inside so you're in a good position for the leeward mark.

Leeward Mark

Now, this is the exciting and challenging part of the course. This is the area where knowledge about the rules of racing, as well as skill in boat handling are at a premium. Just as at the windward mark, a lot of separation can occur afterwards, but everyone here is just a little more aggressive and bunched up than before. The beat tends to spread boats out, while the reach tends to bunch them together, so there will be much more traffic.

The racing rules allow those with an inside overlap at the 2 boatlength circle to round the mark more easily than those on the outside (please refer to the rule book for the exact rule). This means everyone will want to be there, and those on the outside must give room, invariably losing many boatlengths.

Below are some skills to practice for the leeward mark rounding. Follow them carefully and you will pick

up many places, or at the very least, not lose a lot.

All the following skills can be practiced with one buoy in the water. They are good to practice in groups, but there are still gains you can make alone.

Skills: Rounding Wide, then Tight

When there are a few boats directly behind you (not overlapped) at the rounding, they will have an opportunity to pass you if your rounding is sloppy. The tendency here is to stay close to the mark, so they can't squeeze in at the last second and pass you. This tendency leads to the worst possible outcome.

Every boat has a certain optimal turning radius, and none have a turning radius tight enough to stay close to the mark.

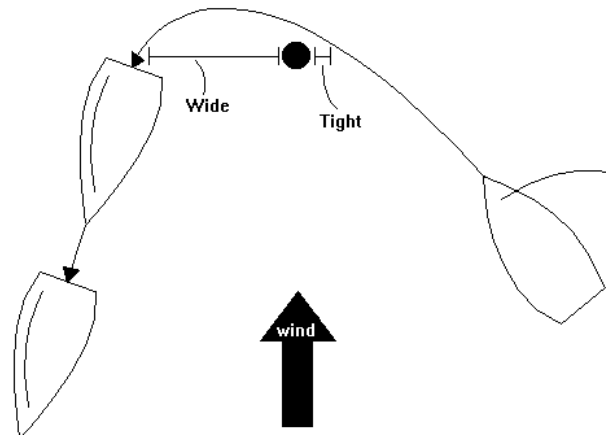


figure 29

If you approach the mark at some distance, then you can round up tight next to it. If those boats behind try to squeeze in too early, they may hit you, fouling you. Most racers will not try this if you look like you know what you're doing, i.e. if you're swinging wide early.

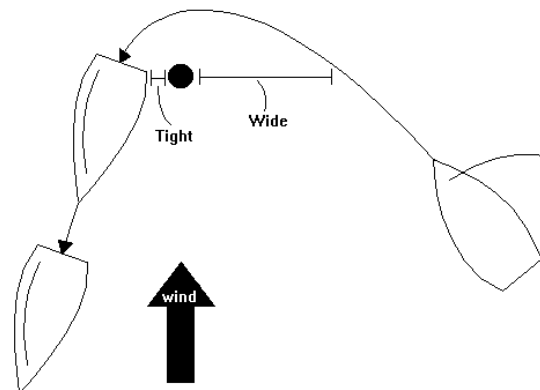


figure 30

To practice this, set a mark in the water and approach it on a port broad reach. Aim to be 1 boat width away when the nose of your boat overlaps the mark. Then, start to head up, heeling the boat slightly, until you reach a close-hauled course. If you are more than 6 inches away from the mark at this point, you were too far. Try this exercise, moving in or out at the beginning, to get closer to the mark when you have assumed the close-hauled course.

Skills: Slowing Down

Often, coming into the mark, everyone ahead will begin to slow because of the wind shadow created by the boats behind. At this point, you will find yourself gaining an overlap on the outside, or worse yet, a late inside overlap, with no rights. This is disastrous, as you may have to do a circle just to keep from hitting everyone. One important thing to remember is, it's better to be right behind than it is to be outside or late inside.

The skill you'll need to learn is slowing down when sailing a broad reach or a run. This can be accomplished in many ways:

1. Overtrim the mainsail. This will "stall" the sail and slow you down, but slowly.
2. Steer a curvy course, instead of straight ahead. This means really big rudder movements. Make the tiller movements quickly enough (once a second), and your course changes won't even be that big, but you'll steer extra distance and slow down. Watch out for other boats around you.
3. Move your weight back to the transom. This creates drag from the stern sitting in the water. This, also, is a fairly quick way to slow down.

One great exercise to do is to get a group of boats and play follow the leader. The lead boat just steers normally, tacking and jibing and sailing straight, while the others stay close behind. Try to keep your bow about 1-2 ft. from the stern of the boat ahead. You will

have to learn how to slow down, or you'll hit them. This is also great for building confidence in close sailing conditions.

Skills: Sheeting with Both Hands

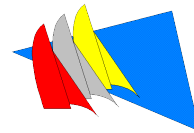
In order to round the leeward mark, and keep all your speed, you must not only steer a good course, but the sail must come in quickly. This cannot be done with one hand.

Try sailing in a straight line on a broad reach, with the sail all the way out. Without turning, use both hands and sheet the sail quickly. Obviously, one hand will have the tiller extension, so you need to learn to steer at the same time. Going in a straight line is not too difficult-just move the tiller extension without affecting the tiller.

Once you've mastered the straight line while sheeting, get a buoy and attempt rounding and trimming. Concentrate on trimming and not necessarily on getting a good rounding. Be sure to pull in the sail as far as it will go when you're through.

The whole goal of the exercise is to make sheeting second nature. Eventually, your concentration at the mark will need to be on the rounding and not on sail trim.

Next issue – final installment – Reaching, Running, and Finishing



2011 Interlake Midwinter Championships



March 11, 12 and 13th

Davis Island Yacht Club - Tampa, Florida

Additional information can be found at www.diyc.org

We are part of the Fireball and Friends event. See you there!!!!

Class News

2010 ISCA Travelers' Series Results

Scott Savage Wins Again

Partial results below – complete results at www.interlakesailing.org

| Hull # | Skipper | Home Club | Regattas attended | Midwinters | Chief's | Cattail | Interlake Stakes | Great White Northern | SSC One Design | Indian Lake | LSYC One Design | Nationals | I-LYA Bay Week | Hot-to-Trot Regatta | Haphazard | Clark Lake | Poitergeist | George Fisher Snowball | Fall Blowout | Total Points | Scores Needed | Total Adjusted Points | Position |
|-----------|-------------------------|-----------|-------------------|------------|---------|---------|------------------|----------------------|----------------|-------------|-----------------|-----------|----------------|---------------------|-----------|------------|-------------|------------------------|--------------|--------------|---------------|-----------------------|----------|
| 1340 | Savage, Scott | LYC | 6 | | 1 | 4 | 1 | | 1 | | 1 | | | | | | 1 | | | 9 | 0 | 5 | 1 |
| 1332 | Bradley, Bob | JRSC | 9 | | 9 | 1 | | | 3 | | | 14 | 1 | | 2 | 1 | 4 | | 3 | 38 | 0 | 8 | 2 |
| 1402 | Aspery, Steve | HSC | 7 | 2 | 3 | 5 | | | | 3 | | 4 | | | | | 2 | 2 | | 21 | 0 | 12 | 3 |
| 909 | Marriott, Tom | JRSC | 5 | | | 6 | | | | | | | 2 | 1 | | 2 | | | 1 | 12 | 0 | 12 | 4 |
| 1374 | Wilson, Don | ISC | 7 | | 10 | | 4 | | 6 | | | 18 | | | 4 | | 3 | 3 | | 48 | 0 | 20 | 5 |
| 1376 | Bradley, Bryan | JRSC | 7 | | | | | | 7 | 12 | | 19 | | 3 | 7 | 3 | | | 6 | 57 | 0 | 26 | 6 |
| 1248 | Bracy, Kevin | SSC | 8 | 7 | 13 | | 14 | | 15 | 4 | 23 | | | 8 | | | | 2 | 86 | 0 | 34 | 7 | |
| 1325 | Gall, Ron | JRSC | 9 | 8 | | 7 | 19 | | 11 | | | 25 | | 11 | | 5 | 10 | | 5 | 101 | 0 | 35 | 8 |
| 1317 | Chapin, Clark | PYC | 5 | 5 | 8 | | | | | | | 13 | | 4 | | | 6 | | | 36 | 0 | 36 | 9 |
| 1305 | Freeland, Alan | HSC | 7 | 4 | | | 11 | | 12 | 13 | | 15 | | | 5 | | 7 | | | 67 | 0 | 39 | 10 |
| 1424 | McClinchie, Mike | HSC | 9 | 6 | 15 | | 21 | | 14 | | | 18 | | | 15 | 6 | 9 | | 7 | 111 | 0 | 42 | 11 |
| 1382 | Presley, Mark | HYC | 5 | | | 2 | 8 | | 9 | 6 | | 20 | | | | | | | | 45 | 0 | 46 | 12 |
| 1333 | Sanderson, Bill | MSC | 5 | | | 8 | 10 | | 13 | | 3 | 17 | | | | | | | | 51 | 0 | 51 | 15 |
| 1280 | Graham, Scott | LYC | 5 | | 12 | | 6 | | 10 | | | 21 | | | 6 | | | | | 55 | 0 | 55 | 13 |
| 609 | Mantey, Ben | JRSC | 5 | | 20 | 12 | | | 15 | 16 | | | | 13 | | | | | | 76 | 0 | 76 | 14 |
| 1178 | Boucher, Jim | LYC | 4 | | 14 | | 12 | | | 7 | | | | | 11 | | | | | 44 | 1 | | |
| 1380 | Smith, Brooke | PYC | 4 | | | | | | | | | 27 | | 7 | | 7 | 8 | | | 49 | 1 | | |
| 1427 | Wood, Chip | ILYC | 4 | | 17 | | | | | 11 | | 17 | | | | | | 5 | | 50 | 1 | | |
| 1289 | Ciccotelli, Rob | HSC | 4 | | | | 16 | | | | | 25 | | | 14 | | | 7 | | 62 | 1 | | |
| 1209 | Mirarchi, Mike | LYC | 4 | | 16 | | 18 | | | 8 | | 22 | | | | | | | | 64 | 1 | | |
| 1174 | Matt Fisher | HSC | 3 | 1 | | | 2 | | | | | | | | | | | 1 | | 4 | 2 | | |
| 1384 | Balmert, Brad | LSYC | 3 | | | | | | 2 | | 1 | | | | 3 | | | | | 6 | 2 | | |
| 1418 | Vanderhorst, Sjoerd-Jan | SSC | 3 | | | | 3 | | 1 | | | 3 | | | | | | | | 7 | 2 | | |
| 1370 | Clark, Jeff | HSC | 3 | 3 | | 3 | | | | | | | | | | | 5 | | | 11 | 2 | | |
| 923 | Parker, Bryan | LSYC | 3 | | | | 5 | | | 4 | | 7 | | | | | | | | 16 | 2 | | |
| 1240 | Dick Evans | LYC | 3 | | 5 | | 7 | | | | | 10 | | | | | | | | 22 | 2 | | |
| 1293 | Savage, AJ | LYC | 3 | | 6 | | 13 | | | | | 12 | | | | | | | | 31 | 2 | | |
| 1269/1286 | Coleman/Taylor | PYC | 3 | | | | | 4 | | | | 22 | | 9 | | | | | | 35 | 2 | | |
| 1274 | Lohner, Tim | HSC | 3 | | | 9 | 17 | | | | | 16 | | | | | | | | 42 | 2 | | |
| 1324 | Solsman, Scott | HSC | 3 | | | | 24 | | | | | 20 | | | | | | 6 | | 50 | 2 | | |
| 1024 | Cheek, Stephen | SSC | 3 | | 19 | | 23 | | 17 | | | | | | | | | | | 59 | 2 | | |
| 681 | Savage, Gary | LYC | 3 | | 18 | | 26 | | | | | 27 | | | | | | | | 71 | 2 | | |

Freeze your Mast Off!!!!

Potomac River Sailing Association

January 1, 2011

By Scott Savage, Interlake # 1340



I bring news from the Eastern Front.....Interlakers sailing on New Years Day. Thats right, Fleet 39 in Washington DC was alive and racing on the first day of the new year. I was lucky enough to land a ride with Mike Magee [IL384] and his crew on the WIZ for a great day of sailing. My Brother Doug [IL 1153] and 12 other brave souls headed out to the race course for this annual Holiday event.



The event is a charity regatta that benefits the DC chapter of the MS society. When we arrived Thursday the Potomac was frozen solid, but tides, current and 60 degree weather quickly cleared the racing area and by Saturday morning the area was ice free 55 degrees and south winds @ 10knots. Doug was Sailing Martin Howell's [IL 1395] Truculent Turtle and proved to be the boat to beat. Aboard WIZ Mike managed to win the start and keep the dozen others at bay for a while but eventually the TURTLE snuck by. We gave chase but Doug and his crack crew proved too quick. At the end of the day it was Turtle's crew who were awarded the much coveted bottle of Pusser's Victory Rum. Thanks again to Mike Magee for the chance to sail on WIZ, sure was the way to start the new sailing season.

Join Us for the

2011

Interlake

Nationals

July 27-30

*Buckeye Lake Yacht Club
Buckeye Lake, Ohio*



Wednesday, July 27

Womens & Juniors National Championships

Thursday, July 28 – Saturday, July 30

Nationals & Masters Championships

Please visit www.buckeyelakeyc.com often for the latest information.

Gearing up for the 2011 Nationals July 27-30!

By Steve Harris, Nationals Chairman, Interlake #898, and Tracey Davis, Fleet #40 Captain, Interlake #1281

We are pleased to have John Strassman as our Principal Race Officer and Dan van Heeckeren as the Chief Judge for this year's Nationals. John is a US SAILING National Race Officer from Milwaukee, Wisconsin. He has been the PRO for a number of National Championships and top level regattas including the Laser Nationals in 2010. Dan is a US SAILING Senior Judge and was Chief Judge for our Nationals last year at Indian Lake and for the I-LYA Bay Week Regatta.

We are also working on housing and need your help. Since all Interlake Sailors will be coming to Nationals, please send an e-mail to mtmdavis@juno.com to let us know if you are planning on Camping at BLYC, staying in a nearby Hotel, driving home each night or would like to stay with one of our members. Please include how many people and what nights you will be at Buckeye Lake. This is not a reservation for Nationals but to help with our planning. The Buckeye Lake Yacht Club website will have all the up to date information www.buckeyelakeyc.com

Fleet 38 Report

Grand Traverse Yacht Club

By Bob Sagan, Interlake # 1411

2010 had spectacular sailing conditions...even by the high standards of TC! The monthly potlucks with meat on the grill were a hit every time as was the welcoming of new sailors to our fun. One of those new sailors won the season - congratulations to Chris Branson & Louis Rodriguez. Many new juniors gave it a go. All left with smiles and most returned to go some more.

Each night had 3-5 short races which kept the fleet tight and the action fast. Definitely a good time. Our ISCA Traveler's series regatta went back to the two-day format as well as permitted camping at the club...definitely good changes.

A winter party is in the making with Louis Rodriguez making the entrée with a Mexican theme. OLE!

2011 welcomes at least one new Interlaker to the starting line: Matt Hale. 2011 will also see the fleet helping to sponsor Traverse Area Community Sailing's youth Racing Team in the SEARS CUP DISTRICTS to be held in TC in July in Interlakes (and hosted by TACS).

2010 Interlake Series Results

Silver Bullet Series (first series of the year)

- 1st Chris Branson, Louis Rodriguez
- 2nd Tom & Kendall Young
- 3rd Bob Sagan, Sean McDowell
- 4th Bob Cornwell, Loren Newton
- 5th Jim Menzies, Bubba Poppa

Summer Heat Big Dogs

- 1st Chris Branson, Louis Rodriguez
- 2nd Bob Cornwell, Loren Newton
- 3rd Jim Menzies, Bubba Poppa
- 4th Tom, Kendall & Simone Young
- 5th Sean McDowell, Bob Sagan

Last Cookie (taken by) (final series)

- 1st Jim Menzies, Bubba Poppa
- 2nd Bob Sagan, Sean McDowell
- 3rd Chris Branson, Louis Rodriguez
- 4th Bob Cornwell, Loren Newton
- 5th Dick Hirtreiter, George Hanks



Winter 2011 ISCA Marketing Report

By Bob Sagan, VP Marketing

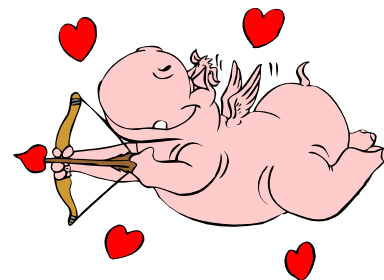
A big thank you to Skip Dieball and Dieball Sailing for producing our latest video on how to sail an Interlake. It is an up-to-date look at sailing our beloved craft. Clips will be available online. The next shooting will include Terry K on how to step the mast and other functional basics. More video plans are in the works so stay tuned!

New Web slave! Thank you to Mike McClinchie for stepping up and allowing our web founder and perpetual slave, Jeff Clark, to step back. Notice I said step back and not step down. Jeff will still be involved assisting Mike. Plus Mike Zuilhof, who has experience with web design, has offered to lend his energies and experience. Add all of that to the new video clips...and "yeah baby!" So surf in to www.interlakesailing.org often to see it evolve.

The Class survey is coming together. Please participate when you see it. It is a compilation of your questions and its VALUE INCREASES WHEN YOU PARTICIPATE. Thank you for your support.

Last note: The Interlake is to be used in one of the SEARS CUP semifinals in July, 2011. This event will be hosted by the Traverse Area Community Sailing Team and supported by Fleet 38.

We'd *love* to hear from you ~
Please send us photos!
Stories!
Reports!



The deadline for the next Intercom is
April 1, 2011

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

ISCA Executive Committee Meeting

Saturday, January 22, 2011

Customflex, Whitehouse, OH

CALL TO ORDER

President Scott Savage called the meeting to order at 10:05 am. A quorum (at least 50%) of the voting members was present:

Scott Savage (President) Mike McClinchie (Vice President)
AJ Savage (Past Pres) Jeff Clark (Chief Measurer)
Steve Aspery (Intercom) Bob Sagan (Marketing)
Don Wilson (VP Ind/East Coast)

Also in attendance: Terry Kilpatrick (Builder).

REPORTS

A. Secretary - Treasurer

The minutes from the October 2, 2010 Executive Committee Meeting were approved.

Ron was absent.

B. US Sailing

No report.

C. Chief Measurer

Jeff Clark passed around two ballots that dealt with Interlake Specification Article V, Section 2 Sails.

1. First proposed amendment dealt with sail window size.
 - a. Steve Aspery made a motion that amendment be put in front of membership.
 - b. AJ Savage seconded the motion.
 - c. Steve Aspery made a motion to amend the language that a total 5 square feet of window is permitted in the main sail and a total 4 square feet is permitted in the Jib.
 - d. All voted Yes and none opposed
2. Second proposed amendment dealt with sail acquisition.
 - a. AJ Savage made a motion to discuss
 - b. Steve Aspery seconded the motion.
 - c. Motion by Scott Savage to accept as written
 - d. Bob Sagan seconded
 - e. All voted yes and none opposed.

[Note from the Editors – full text of the proposed amendments can be found in the ballots inserted in this Intercom]

Don Wilson asked that in the future we consider allowing the membership to vote electronically.

D. Builder

Terry Kilpatrick gave a brief overview of the boat market. Some raw material inputs have been increasing (i.e. stainless steel, resin) but at this point he is keeping his 2011 price list the same as 2010. More and more boat repairs and he sees this trend continuing. Terry has two boats on order for this year.

Terry informed the board that the Interlake Video is coming along very well. Skip Dieball, Bob Sagan and Terry are working on this project.

E. Intercom

Steve Aspery reported that Lisa Aspery is working on the current issue. Steve also asked for articles and reports for the upcoming issue.

F. Marketing

Bob Sagan passed out a rough copy of a survey we plan to distribute later this year. It was mentioned that Survey Monkey (Online service) maybe utilized to distribute and analyze the survey results. This survey can also be linked off of our website.

Don Wilson proposed that the survey use a decision tree to focus the survey to three separate groups (active members, new members, prior members).

Bob also mentioned the Interlake Video is coming along well.

Mike McClinchie volunteered to become the new webmaster. Jeff Clark shared he would like to be a contributor to the website.

Lastly Scott Savage mentioned he would like to explore the concept of merging the Intercom and website into a communication committee. He asked that we make time for this discussion at our next meeting.

G. VP Reports

Northern Ohio No report. Brad Balmert is absent

Southern Ohio Don Wilson made a motion we move to accept Mike Mirarchi as the new VP Southern Ohio. Bob Sagan seconded the motion.

All approved and none opposed.

Michigan No report. ISCA still has no Regional VP for Michigan.

Indiana/East Coast Don Wilson gave a brief report.

H. Historian

Mike Muhn gave a report on the progress of the replica boat being built in Sandusky, Ohio. Mike brought a 30 minute video documenting the group's progress to date. This boat has been nicknamed "Norm" in tribute to Norm Winkle, a longtime Interlaker and life ISCA member who passed away in December. It is expected this boat will be finished sometime this summer. Mike Muhn could not commit officially but said he would try and bring this boat to Nationals at Buckeye Lake.

OLD BUSINESS

Nonprofit Status

A. Incorporate Status - Scott Savage reported the Interlake Sailing Class Association (ISCA) is now officially incorporated in the state of Ohio.

B. Bylaws / Constitution work – Scott Savage has been in contact several times with the MSU law department since our last meeting. We have been assigned our third law intern. A motion was made by Don Wilson to meet weekly on Sunday evenings from 7-8.30pm via Go to Meeting. AJ Savage seconded the motion and all approved. Steve Aspery committed to sending out invitations.

NEW BUSINESS

A. Nationals

Mike McClinchie, National Race Committee Chairman, discussed two topics. National Race Committee members – Steve Harris has previously been named the National Regatta Chair. Mike then named Jamie Jones, Bob Bradley, Hank Boissoneault and Bryan Parker (Alternate) as NRC member candidates. Steve Apery made a motion to accept the committee members as named. Don Wilson seconded and all approved. PRO and Chief Judge - discussed candidates for PRO and Chief Judge. John Strassman was named as the PRO candidate and Dan Van Heeckeren as the Chief Judge candidate. John has a lot of PRO experience. Last year John the PRO for Laser Nationals in Milwaukee, Chicago NOODs and has worked in a number of Nationals, North Americans and World Championships. Dan also a lot experience and he was the Chief Judge in last year's Interlake Nationals. Don Wilson made a motion to approve the PRO and Judge and Steve Aspery seconded and all approved. It was recommended that the National Race Committee get an alternate Chief Judge.

B. 2011 Midwinters

2011 Interlake Midwinters will again be hosted by Davis Island Yacht Club in Tampa, Florida on March 12-14. The NOR is still pending, and will be circulated to the membership when it is released. The event is listed on the Davis Island website www.diy.org as the Fireball and Friends regatta on March 11-14. The Interlakes will not race on the first day, March 11. Patrick Crump is our contact at Davis Island YC.

C. Travelers Series

The Travelers' Series Schedule was approved as listed:

- i. March 12-14 Midwinters – Tampa, FL
- ii. April 30-May 1 Chief's Regatta – LYC
- iii. May 28-29 PRSA Spring Regatta
- iv. June 4 Cattail Regatta - JRSC
- v. June 11 SSC One-Design Regatta
- vi. June 18-19 Interlake Stakes Regatta – HSC
- vii. June 25-26 Great White Northern – GTYC
- viii. July 9-10 Indian Lake Regatta – ILYC
- ix. July 16 Lorain One-Design Regatta – LSYC

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.

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

- x. July 27-30 Interlake Nationals – Buckeye Lake, OH – BLYC
- xi. Aug 5-7 – I-LYA Bay Week – PIBYC
- xii. Aug 27 Hot-to-Trot Regatta – PYC
- xiii. Sept 10 Haphazard Regatta – MSC
- xiv. Sept 24-25 Clark Lake Regatta – CLYC
- xv. Oct 1-2 Poltergeist Regatta – ISC
- xvi. Oct 8 George Fisher Snowball Regatta - BLYC
- xvii. Oct 15 Fall Blowout – NCYC

D. The next meeting will be on April 30, 2011 at the Chiefs Regatta.

E. Meeting adjourned at 12:10 pm.



Classifieds continued from page 15

Interlake 603 - Great family sailboat. Molded seat deck with original centerboard trunk. Includes a full North Sails set in excellent condition. Also included is a North Sails main in jib in club racing condition. Comes with trailer and cover. Asking price \$1,500. Contact Roger Allen at allenramc@aol.com or ph# (630) 841-4378

Interlake 586 has a white hull with a white deck. The boat has a seated type deck with a cut down centerboard trunk. Kick up rudder, wooden tiller with extension and spinnaker pole and lifting bridle. New standing rigging, blocks, mainsheet, centerboard blocks & line and boom vang assembly are all new in 2008. 2 sets of sails with 3 spinnakers- Boat trailer. Replaced wheel hubs & bearings and added bearing buddies in 2007. Also replaced keel, bow and straight rollers in 2007. Asking \$2,000. Located in Central Ohio at Hoover Sailing Club. Contact Bill Smith 614-306-3869 or Bsmith1ng@aol.com.

Interlake 342 Own a piece of history! Frequent winner! Close to original, but with upgraded rigging, all original mahogany, 2 sets of sails, one only used about 5 times, 2 centerboards, brand new mooring cover-- (never used) included, trailer included. Could use a coat of paint and varnish \$2100 wjj6@juno.com 419-945-2194 Wes Lambert

Sails for Sale North IL Maxo .5oz Spinnaker for sale. Used twice. Contact Brad Balmert 440-670-5065.

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Classified Ads:

Interlake 1261 with galvanized Tene trailer, and one set of used sails in fair condition. Pastel blue hull, made a repair to trunk this year and it is complete and solid. Has full air tanks under seats with sit-down deck. Very comfortable boat in good condition. New rub rail and trunk cut down by Dieball in 2000. Raced in Nationals at Hoover a few years ago. Asking \$2700 OBO Call Joe Murr 330-465-8692
joe@murrprinting.com Mansfield, Ohio MSC

Interlake 1160 year 1979; white hull and new in 1999 white seated deck; North main, jib, spinnaker; jib furler; ss centerboard; Elvstrom bailers; kick-up rudder; forestay highfield lever; adj. traveller; 6:1 boom vang; 3:1 outhaul; 4:1 cunningham; internal spi sheeting; skipper and crew hiking straps; Cooper galvanized tilt-bed trailer; always drysailed on boat lift or trailer; good condition; classic floatation and centerboard trunk; \$3400. Contact Rick at rl@chartermi.net or 734-426-4155

Interlake 1127 built 1976. North sails (main, jib and spinnaker) approx 8 years but very limited use in past 5 years plus wisker pole. Pamco trailer (painted white) completely redone 2 years ago including wheel bearings and newer tires. Has 2 rudders, metal blade and older fiberglass. Has motor mount unit, anchor, paddle. Original deck with seats. Rigging could use some updating. Centerboard trunk not cut down. Asking \$2,000. Jim Lubinsky 614-530-5330

Interlake 1040 (1974), sailed from Indian Lake Yacht Club since purchase in 2000. White hull and white seated deck. Floatation tanks, cut-down center board and stainless center

board, Pamco trailer recently rewired, two covers (trailing and mooring). Two sets of sails, main, jib and spinnaker. Bailers, spinnaker pole, kick up rudder, vang, Cunningham. Includes anchor. Asking \$2,500, OBO. Contact Gary Davis at (614) 746-0633 or at g2d2s2@gmail.com. Boat is available to see in Columbus.

Interlake 1002 Good Condition: White Hull and Seated Deck; One solid and one two piece rudder; stainless steel centerboard; set of bailers (leak slightly); 3 Sets of Sails: 1 set of North Sails (Brand New and Never Used), 1 set in good condition and 1 set in fair condition. Newly painted Gator trailer. Asking \$2900.00, OBO. I'm located in North Carolina but have family in northwest Ohio, so delivery can be worked out. Contact Mark Sutton at (336) 908-4580 or msslongbeach@aol.com.

Interlake 826 year 1971; fern green hull, white seated deck that has a soft spot and should be fixed at some point; floatation tanks; classic centerboard trunk; main, jib, spinnaker; forestay highfield lever; nickel plated centerboard; Elvstrom bailers, kick-up rudder; adj. traveller; 6:1 boom vang; 4:1 cunningham; 3:1 outhaul; internal spi sheets; skipper and crew hiking straps, always drysailed on trailer or boat lift; TeeNee trailer of same vintage needs lights and bearing work. asking \$1200, but reasonable offer considered. The soft spot (port fore-deck middle left side) is from an earlier repair regarding a tree branch gone bad. Sails great otherwise. Contact Rick at rl@chartermi.net or 734-426-4155

Continued on page 14



2010 Wins:
Nationals
Chief's Regatta
Poltergeist Regatta
Indian Lake Regatta
Hoover Stakes
Midwinters

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Brad Balmert (440) 282-4079

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