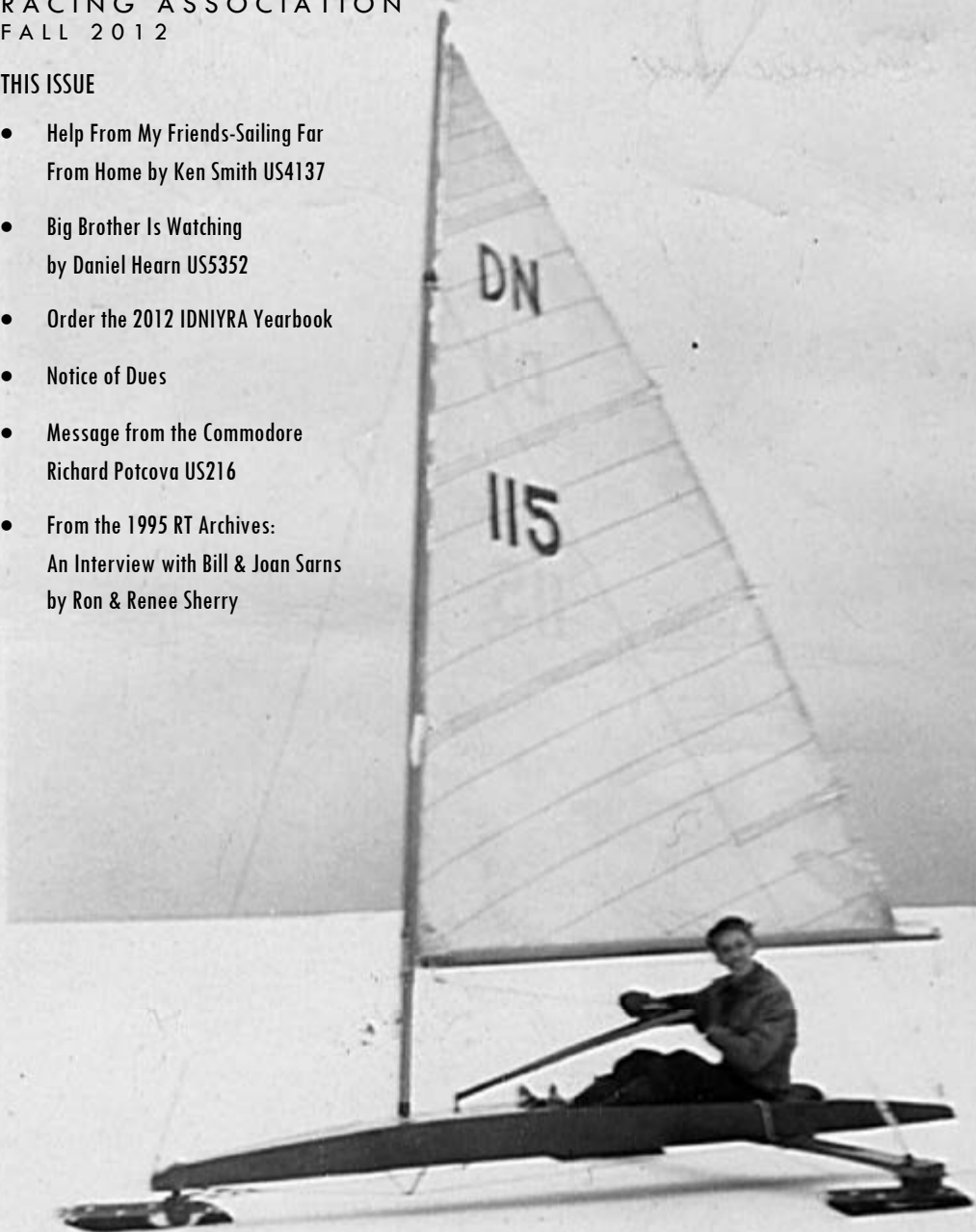


RUNNER TRACKS

NEWSLETTER OF THE
INTERNATIONAL DN ICE YACHT
RACING ASSOCIATION
FALL 2012

THIS ISSUE

- **Help From My Friends-Sailing Far
From Home** by Ken Smith US4137
- **Big Brother Is Watching**
by Daniel Hearn US5352
- **Order the 2012 IDNIYRA Yearbook**
- **Notice of Dues**
- **Message from the Commodore
Richard Potcova US216**
- **From the 1995 RT Archives:
An Interview with Bill & Joan Sarns
by Ron & Renee Sherry**



BILL SARNs
1928-2012

NEED A SAIL NUMBER OR MEMBERSHIP INFORMATION?

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ON THE COVER

This issue of Runner Tracks celebrates the legacy of Bill Sarns. Here he is in 1947 at age 18 enjoying his DN. Photo courtesy of the Sarns family.

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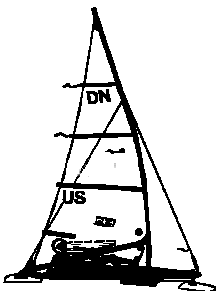
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WEB SITES & TELEPHONE HOT LINE NUMBERS

Regatta conditions change *FAST!*

Keep up to date by calling the hot lines and checking the web sites.

WEBSITES

IDNIYRA Web site: dnamerica.org

IDNIYRA Bulletin Board: dnamerica.org/forum

European IDNIYRA: icesailing.org

TELEPHONE HOT LINE NUMBERS

DN Western Region Ice Boating Hot Line 608-313-5156

DN Central Region Ice Boating Hot Line 248-988-0851

DN Eastern Region Ice Boating Hot Line 508-481-1011

2012-2013 IDNIYRA REGATTA DATES

2012 Great Western Challenge

Website: iceboating.net

Nov 30– December 2, 2012

Minnesota

2012 Ice Optimist

North American Championship

Concurrent with the Great WC

Website: dnamerica.org/forum

2012 Central Lakes

Regional Championship

Website: dnamerica.org/forum

Hot line: 248-988-0851

December 2012

2012 Central Lakes Regional

Ice Optimist Championship

*Concurrent with the Central
Championship*

Website: dnamerica.org/forum

Hot line: 248-988-0851

IDNIYRA REGATTA DATES

2013 Western Lakes

Regional Championship

Website: dnamerica.org/forum

Hotline: 608-313-5156

January 5-6, 2013

2013 Ice Optimist

North American Championship

Concurrent with the Western

Lakes Regional Championship

2013 Central Lakes

Regional Championship

Website: dnamerica.org/forum

Hot line: 248-988-0851

2013 Central Lakes Regional Ice Optimist Championship

*Concurrent with the Central Lakes
Championship*

Website: dnamerica.org/forum

2013 Gold Cup World Championship

Website: dnamerica.org/forum

January 26– February 2, 2013
Central Region, North America

2013 European Championship

Website: icesailing.org

March 10-15, 2013
Finland

2013 Canadian Championship

Website: cyberquebec.ca

January
2013

2013 European Ice Optimist and DN Junior World Championship

Website: icejunior.eu

February 18-23, 2013
Lithuania

2013 Eastern Lakes Regional Championship

Website: idniyra.org/forum

Hotline: 508-481-1011

January 2013

INTERNATIONAL CLASS OFFICERS 2012-2013

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Email: sobering@gmail.com

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Email: debwhitehorse@iceboat.org

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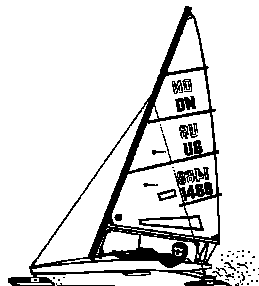
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Email: mikejank@charter.net



COMING NEXT ISSUE: GRETCHEN'S GREAT DN SIBERIAN ADVENTURE



Michigan photographer, Gretchen Dorian, writes about her trip to Siberia's Lake Baikal for the Russian DN Championships in the December issue of Runner Tracks.

DN Sailing: Passion Matters!



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It is time for **D-CUT DN SAILS FROM DIEBALL SAILING!**



MESSAGE FROM THE COMMODORE

The North American members of the IDNIYRA elected two new officers over the summer. Toledo Ice Yacht Club skipper Richard Potcova is the new Commodore and fellow TIYC member Kent Baker is the new Vice-Commodore.

Labor Day is finally past us and it is officially ice boating season. I've tried to start projects before the end of August but they never seem to work out when its still 90 degrees out. Its 88 degrees in Detroit today and my long list can not wait anymore!

I am excited to get started with my new duties as Commodore of the best sailing organization on the planet. I've met most of the active racers over the years but I'm sure I've missed a few. Let's take the time to get to know each other. The camaraderie and social aspect of this sport is as great as the sailing.

The IDNIYRA is an excellent, well run organization. It was founded by an ambitious group of men and women, 25 years after the original DN was built, and whose main goal was to promote, protect, and perpetuate the sport of DN ice yacht racing. It took years of hard work and dedication to get to where we are today. I am honored to be a small part of the great history that makes up the international DN class.

Throughout the upcoming season, the passing of one of our great founders of the class will be greatly missed. Bill Sarns was probably the greatest ambassador of the DN class in North America if not the world. His passing made me reflect on his life and contributions he made to all of us. It was his unselfishness that made the sport affordable and accessible to everyone. I looked forward to the drive to Mount Clemens to pick up my hardware for an upcoming ice boat project. Bill worked hard to send me on my way as a happy customer. Probably his favorite payment was the joy he brought to so many hard water sailors.

In 1960, my father bought his first DN from Bill Sarns and it was sail number 216. It was also the first DN my brother and I ever sailed. The original hull is long gone but the memories are still alive. I will think of Bill and all those great memories every time I push the eleventh US-216 up to the starting line.

See you on the ice soon.
Richard Potcova DN US216

HELP FROM MY FRIENDS-SAILING FAR FROM HOME

By Ken Smith DN US4137

Sailing and racing iceboats is always challenging fun. The perfect frozen lake is distant, those equipment pieces need attention: sharpening fixing, modifying, and advancing the level of sophistication of your own program. Surely only a few mods will have me as fast as Ron.



Good friends Bob Cave DN US445, Pete Johns DN US2360, and Bob Cummins DN US3433.

Then there is the travel. Load the roof rack or trailer, pack all manner of warm. Clothes, spikes, shoes, something to keep dry in if there is rain or wet ice, tie everything down twice, gas up, grab your friends' stuff and drive. Miles. Or days.

Or to the other continent. Or to the other side of this continent. This is a short article about what it takes to sail far from home. The short version: friends.

Hal Bowman is the model for me, showing how I can continue sailing though living in California. Hal lives in North Carolina, is a glider enthusiast, deer hunter, and competes in DNs all over the world. Hal packs his DN program on his pickup on racks and in tubes, adds his hunting stuff, and drives to the Midwest every fall. After a hunt, the truck is parked long term while he goes home for Mercedes. They travel together, pick up the truck and sail in MN for the annual Western Challenge, then stage the equipment for the Western Regionals, then the Centrals, then the Worlds or Nationals. Any repairs or work is done by transferring equipment for a ride to Composite Concepts.

When I moved to California in September 2011, I loaded a trailer with a boat, plank, mast and rig, and planned to add runners and sails. The trailer is in a storage shed in Illinois. My faithful Hyundai Santa Fe resides with my daughter in Milwaukee, and the rest of the program is in my shop in Illinois. Plan 2012 was to fly to MKE, pick up the car, add the rest, and head to MN. I discovered that it would take a day or more to stage in Illinois, fixing a flat, moving the kayaks on the trailer and such. And I'd start driving after two days of no sleep--bad plan.

Plan B was reduce program to minimum, car top the program, and drive solo. That reduced staging time to a few hours, at the expense of no shop work, one hull, one mast and minimum runner inventory: four 3/16 insert runners and two steering runners. It worked great! But it took a night of rest on the road to drive safely.



Lou Lonnecke DN US294

Western Regionals was plan C. Excess driving and minimal excess time from work necessitated lightning turnaround and non-stop driving. Irregular traveling friend Pat Fitzgerald was traveling companion, so the routine was altered to load the program on Hyundai, drive to Chicago, load Pat's trailer and van, and off to MN for a great regatta weekend. (Same runner set, all perfect) Fly and drive Thursday, drive and set up Friday, sail Saturday and Sunday, and be at work Monday afternoon in California. LIG.

Plan D for the North Americans included leaving the program and ice clothes packed with Pat, leaving a sail needing repair with Jim Gluek of Melges/North Sails for repairs, taking the dirty clothes to CA. But the NA forecast is iffy, so I'll need to add plate and angle runners.



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Reality added a few wrinkles. Work required me to be in NY the week before the NAs, so adding the missing program elements required friendly help. And I was in possession one of the NA gold cup trophies in my shop. Oops. So my daughter Kaitlin (the artist responsible for the 2011 DN Worlds starting graphic) unlocked my shop and piled the



Mike Derusha DN US2545

necessary stuff by the door, Bob Cave picked up the other runners etc. and piled them into the Loenneke, Cave, Rast trailer. Gluek delivered the sail to P.I.S.S. (Pewaukee Ice Sailing Squadron trailer). If that hadn't worked, Pete Johns would have gone 60 miles out of his way to help haul stuff, and if the

regatta had gone west or north, the Jankowskis, Bob Cummins, Dan Hearn, and Geoff Sobering would have jumped in to help.

If I'd gone to the Worlds in Sweden, there is another whole collection of sailing friends in Poland, Hungary, Denmark, Germany, and Sweden who would have made it happen. They have in the past and would again.

This is a wonderful sport, for the thrill of the ride, the great competition, the challenge of making and maintaining the equipment. But the greatest thing about this sport is the fantastic, unbelievable, wonderful collection of friends who share the joy and make it possible. With their help, in the 2011-2012 season I managed to sail three regattas and 14 days of fantastic ice. If you see my friends, thank them for me.

BIG BROTHER IS WATCHING

By Daniel Hearn US5352

I'm afraid Google knows more about me than my wife. Scary, since she's been putting up with my antics for nearly 30 years. In spite of the fact that my fondness for Google is closely aligned with my love of the IRS, I must admit that I use the "Big G" almost every day. And speaking of big, all you have to do is look at the size of the company to conclude that information is king.

Now you may not even realize it, but in that crusty old noggin of yours there's a wealth of information that a member of the Facebook generation would find pretty cool. I know... you and the word "cool" haven't been used together in years, but try to stay with me here.

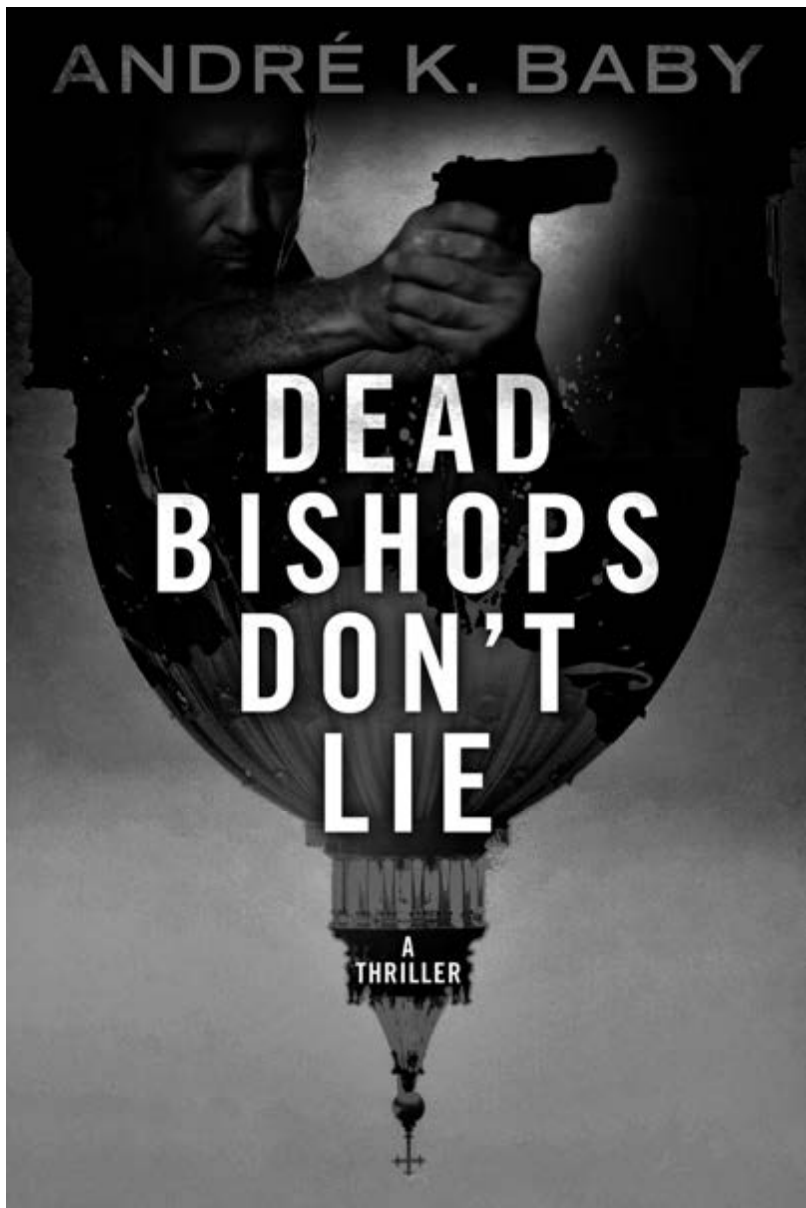


At the Great Western Challenge Nov. 30 – Dec. 1, you're going to get the chance to share your iceboating wisdom with a junior sailor who'll actually be interested in what you have to say. Say what?! Yeah, that's right. You see, this regatta will be host for the 2012 Ice Optimist North American Championships. It will also be the launch of our "Big Brother Sailing Buddy" program. The concept is simple. We're going to pair every junior sailor with a volunteer mentor for the regatta weekend. The Big Brother will work with the junior sailor over the course of the weekend providing set-up assistance, tuning tips, racing strategy, post-race analysis and more. The idea is simply to spread the wealth of knowledge and

bring along our next generation of ice sailors. It's really a modest commitment from our more senior skippers, and I guarantee it will be a fun and educational experience for both mentor and mentee.

If you'd be willing to serve as a Big Brother Sailing Buddy, please shoot me an email at danielhearn@tds.net

You old dudes will probably learn a thing or two from the young guns, as well. I must warn, however, if you start walking around the host hotel with your pants "hangin'," you might just get thrown in the pool.



What ice boaters are saying:

" A great read. I couldn't put it down." Bill Converse US 2804.

" Congratulations, André ! A really good read." Bill Van Gee US 3435.

"Very well done- interesting and exciting on many levels. André Baby writes the way he sails- fast and furious yet with a lot of thought."

James 'T' Thieler, US 5224

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2012 YEARBOOK AVAILABLE FOR ORDER



The printed edition of the 2012 IDNIYRA Yearbook is available for order to members only at a cost of \$17 (includes shipping).

The high cost of printing the yearbook is unsustainable at the current dues level. Eventually, the association would have been forced to raise dues to cover printing costs. Class officers looked for ways to make a printed version available without raising dues and found a good printing company that publishes and ships the yearbooks on demand at a very reasonable price.

To order a copy, please fill out this order form and mail to IDNIYRA Treasurer Geoff Sobering.

As always, the online version is available for free at this link:
<https://ice.idniyra.org/Yearbook>

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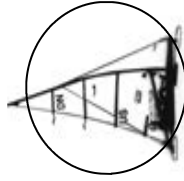
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NEWSLETTER OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION



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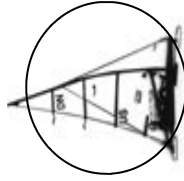
Due December, 2012. Make checks payable to the IDNIYRA.
Dues may be paid in advance to avoid increases in future years.
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RT Archives: An Interview with Bill & Joan Sarns

By Ron & Renee Sherry

(reprinted from November 1995 Runner Tracks)

Bill Sarns started sailing iceboats when he was only 10 years old.



Bill Sarns in the shop. Courtesy of the Sarns family.

He was fascinated by the fifteen meter, stern-steerer iceboats owned by his father, Richard Sarns and his uncle, Norman “Nubs” Sarns. He started building DNs at age 18 and has had a passion for the sport of ice sailing ever since. Bill’s father and uncle started a small iceboat club called The Buccaneer Club, giving the young people an opportunity to sail DNs. That was right after the DN was designed, the result of a competition held in 1937 by the Detroit News.

“I must have sailed on one of the first ones before the war... in ’38 or ’39,” said Sarns, “Nothing much could be done during the war, so it was possibly 1948 when we first sailed against North Star Sail Club.

That was a breeze because they hadn’t figured out how to go down wind yet. They would go down wind with their booms way out... like it was summer time!”

Joan Sarns: “When we started out, it was just the idea that everybody who wanted to iceboat could have a good time, have fun... just like a kid with a sled!”

Runner Tracks (RT): Who taught you how to sail?

Bill Sarns: “Jack Moran, who was the number one skipper for a long time. He was actually the guy to follow... the leader. But Uncle Nubs taught me how to sail. Nubs died a couple of years

RT Archives: An Interview with Bill & Joan Sarns



Bill and Joan Sarns, courtesy of the Sarns family.

ago but he was the kind of person who looked at everything in a positive way. He just loved life, especially sailing. He and Dad were competitive, but Dad dropped out of iceboating and Nubs just kept going.”

“We wanted to create more competition, so we rounded up six guys to build DN’s,” said Sarns. This group included Bill Sarns and his brother, Ted, Jack Galbraith, Leo Martus, Remi DeBlair, and Leo Babiak. They began working in DeBlair’s garage with only a mill. Later they moved to Babiak’s garage and then into Sarns’ parents’ garage where he also began making hardware. By that time, he had acquired a Bridgeport and a Lathe.

Sarns was working for Apex Corporation, operating a jig bore machine, and making iceboats and hardware part time as a hobby when he received an order for fourteen sets of hardware from Doug Southworth of North Cape. “Making fourteen sets of hardware was a nightmare!” said Sarns. That was when Joan said, “It’s got to be one or the other.” So Sarns went into business for himself and the William B. Sarns Company was born.

RT Archives: An Interview with Bill & Joan Sarns



RT: Your goal has always been to sell the highest quality parts at a reasonable price so, as Joan says, “anybody can have fun if they want to!” What has been the evolution of runners?

Sarns: “The original runners were just plain soft, low carbon steel. They started out at \$42 a set and some guys were complaining that my prices were just too high! That was in 1956 and '57. The way we came up with a length of 26 ½” is that was how many we got out of a piece of steel... ‘very scientific.’

We tried file steel runners, like Jack Moran used, triangular stock which would hold an edge longer. Jack Wessenberg and his father suggested flame hardened runners and his were a little longer than everyone else’s. That’s when they arrived at the 30” maximum length.”

Joan: “The Gougeons wanted shorter runners after a while. They also wanted the blunt or bull nose runners.”

Sarns: “They would take the ordinary profile and cut the nose off of our runners, leaving the back the same. They also came up with the teardrop stiffener which proved to be easy to manufacture. It was at this time that I started buying aluminum extrusions for runner

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RT Archives: An Interview with Bill & Joan Sarns

stiffeners and side chocks.”

RT: Over the years, who have been your biggest customers?

Sarns: “I can’t possibly name all the people who have kept me going. Every member of the IDNIYRA and all the iceboaters have had a part in the growth of the DN Class.”

Joan: “Howard Boston encouraged you a lot which was the most positive thing to get you going in the beginning.”

Sarns: “He encouraged me to set up a rack with parts in the sail loft and keep them supplied. Then Spike sold hardware in Canada and Skip certainly kept promoting the hardware. The Pegels sold a lot of hardware and promoted the class.”

Joan: “The Cartwrights were some of our first customers. But I think Lee Atherton of West Newbury, Massachusetts was a prime mover because in ’59 we went to see him on our honeymoon and he helped us by printing a brochure with pictures of iceboat hardware. We also visited Jack Young in West Islip who later became secretary of the class then known as the “DNYRA”.

Sarns: “Mr. Atherton really created a lot of demand in Massachusetts and if it hadn’t been for his organization, the business might not have taken off there. He wasn’t even much of an iceboater. He was just amused by organizing it and people would come to his house to buy hardware. But we never could supply people with as much as they wanted as fast as they wanted it. Mr. Atherton would order 15 steering chocks and it would throw me for a loop because I might not have that many in stock.” [When he didn’t want to handle the hardware any more, he got Leo Healy to carry it at Model Engineering, near Boston.]

RT: There are a lot of people who have been very influential in the DN class, but you’ve been one of the most important cogs.

Sarns: “Well, I’ve stuck around the longest.”

RT Archives: An Interview with Bill & Joan Sarns



RT: Who do you think were some of the other important people in getting the DN Class started?

Sarns: “Mr. Atherton of Massachusetts, Wim VanAcker, the Pegels, the Bostons and, of course, the Gougeons.”

Joan: “I can remember when they (the Gougeons) came to Cass Lake; when they first appeared... it was Jan, and his boat was the most awful looking thing. We always kidded him that it was tied together with rubber bands because he didn't have any of our hardware... just stuff that he had made. And he would always win!”

[In 1995] Bill and Joan Sarns have been married for 36 years and have lived in the same house in Harrison Township, Michigan for 34 years. They have two sons; John is 32 and is the first mate on a 750' freighter called The Wolverine which runs limestone; and Matthew, who is 23 and is a musician. He has a studio and uses computers to create synthesized music and gives keyboard lessons. Matthew goes to school at Macomb Community College.



Photo from original interview taken “after my kids were done harassing Bill and Joan” according to Ron Sherry

Bill and Joan are looking forward to retirement and are trying to reduce their inventory in anticipation of selling the business. They are looking for someone who is engaged in manufacturing and can integrate iceboat hardware into their own business. They will continue to stock parts until the business is sold and will do some custom work

RT Archives: An Interview with Bill & Joan Sarns

on the side. They are looking for someone to carry on the Sarns tradition of excellence; someone who is involved with the DN Class, knows the customers, and will help promote the class. They would like to remain involved with the business as consultants to help it grow under its new ownership."

Update:

March 26, 2012

"Bill Sarns, a legend of the ice boating world, passed away on March 25, 2012. Bill founded Sarns Hardware in Harrison Township, Michigan in the late 1940s. He was instrumental in helping to establish the International DN Ice Yacht Racing Association and served as the first class secretary. Bill made the Sarns DN plans available so that everyone could make build them. Let's keep the spirit of Bill Sarns alive by helping fellow ice boaters in any way we can. Put some extra time into helping sailors get a chance to go for their first ride and get established." *Ron Sherry DN US44*

Bill and Joan were successful in finding a buyer for their company. Sarns Hardware continues to operate in Sterling Heights, Michigan. See their ad on page 10 of this Runner Tracks or visit them on the internet at sarnshardware.com.



Bill Sarns and Ron Sherry

2012 DN NORTH AMERICAN CHAMPIONSHIP PHOTOS FROM CATHERINE FIRMBACH



Gold fleet rounding the mark with 2013 IDNIYRA NA Commodore Richard Potcova US216, Oliver Moore US5469, Chad Atkins 4487, John Creigh US2170, and Dideric Van Reimsdijk H467.



North American 2012 Silver fleet champion Bob Struble US4055.

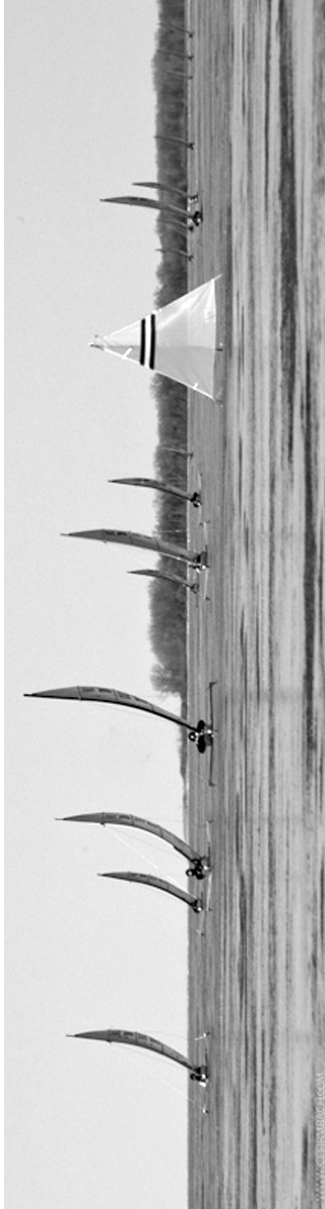
2012 DN NORTH AMERICAN CHAMPIONSHIP PHOTOS FROM CATHERINE FIRMBACH



North American Championship official logo.



Eastern Commodore Eben Whitcomb US4775 with Junior champion Sam Myers US2645



Find information on purchasing a photo DVD from the 2012 North Americans at her website cefirmbach.com

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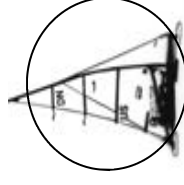


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NEWSLETTER OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION