

MC Scow Midwinter Championships - 1989

Florida lived up to expectations for the 1989 MC Scow Midwinter Championships — bright sunshine and a variety of winds from heavy to medium. This year's regatta was held from March 10th through March 12th at Lake Dora, just north of Orlando. Twenty-six MC sailors were on hand representing Minnesota, Iowa, Wisconsin, Florida, Georgia, Missouri, Ohio, Michigan, and Illinois.

Regatta host Frank Keenan and race committee chairman Pete Smith, with his "golden girls", ran a great regatta. Next year's event will be sponsored by the Lake Eustis Sailing Club.

1988 Olympic Sailing Coach Gordy Bowers ran off with the professional trophy sailing to three firsts and two seconds. See his article about the regatta beginning on page 3. Dan Quiram of Muscatine, Iowa was first among the the non-professionals, and Bill Crum of Bartow, Florida led the master (over 50) sailors.

All races were over a modified (mid-windward leg start-finish line) Olympic course.

(P = professional, M = Masters)

Pl. Name	Home	Points	Trophy
1 Gordy Bowers (P)	Minnetonka, MN	6-1/4	1st P
2 Dan Quiram	Muscatine, IA	20-3/4	1st
3 Skip Johnson (P)	White Bear Lake, MN	23	
4 Eric Hood (P)	Zenda, WI	38T	
5 Jeff Nicholas	Clear Lake, IA	38T	2nd
6 David Cleaver	Eustis, FL	41	3rd
7 Bill Crum (M)	Bartow, FL	47	4th, 1st M
8 Scott Ripkey (P)	Zenda, WI	48T	
9 Bert Lacey	Mt Dora, FL	48T	5th
10 Bob DeWitt (M)	Palm Harbor, FL	52	2nd M
11 Bill Gilmer (M)	Gainesville, GA	58	3rd M
12 Jack Schwindler	Lake Lotawana, MO	65	
13 Frank Keenan (M)	Eustis, FL	71	
14 Bob Witt (M)	Port St. Lucie, FL	74T	
15 Ronald Stryker	Worthington, OH	74T	
16 Mike Riolo	Grand Haven, MI	76	
17 Curt Bradley (M)	Grand Rapids, MI	80	
18 Tom Wurster (M)	Cassopolis, MI	88	
19 John Schneider (M)	Mt Dora, FL	92	
20 Chris Riolo	Grand Haven, MI	94	
21 Pamela Scribner	Lake Lotawana, MO	98T	
22 Tony Bruskas (M)	Matherville, IL	98T	
23 Sam Pollock (M)	Doraville, GA	103	
24 Ken Lowrey	Orlando, FL	105	
25 Scott Carson	Winter Garden, FL	108	
26 Dennis Oldham	Eustis, FL	126	



1989 Midwinters Fleet Trophy Winners
Back row (l to r) - Bert Lacey, Bill Crum.
Front row - David Cleaver, Dan Quiram, Jeff Nicholas.



1989 Midwinters Master Trophy Winners
L to R - Bob DeWitt, Bill Crum, Bill Gilmer

MC MidWinter Regatta by Gordy Bowers

I come from Minnesota where the temperature doesn't get above 35 degrees all winter. I eagerly anticipated warm weather. Imagine my surprise, after driving thirty-two hours, arriving in Florida to find the temperature to be 38 degrees - one degree colder than when we left Minneapolis. We rigged the boats with both a stiff north wind and steam coming off the lake. Frank Keenan, regatta chairman, assured us that "it never gets this cold in Mt Dora." He was right, (the next three days were gorgeous, but I could not resist telling him we had just left the "banana belt" two days ago.

I believe that good preparation goes a long way toward winning sailboat races. Your boat, mast, and sails must be as fast as possible. I checked my new Johnson MC and adjusted the hiking straps and hiking stick for my leg and arm lengths. I set the mast rake at 28'-3" and also knew how many turns it took to rake aft to 28'-1" for heavy air. Sidestay tensions were also numbered and written down. I planned on using our all-purpose sail for winds under 15 knots and our heavy air sail for winds over 15 single handed and for winds over 18 sailing with a crew (combined weight 250 lbs.). I checked all sail controls and marked the board lines so that they were 1" above deck for light and medium air.

A second mark left the top of the boards at 3" above deck for when I was overpowered or in winds above 20 with crew.

After dinner with some new and old friends, I picked up my daughter Elizabeth at the airport. She was my "insurance policy."

I remember racing the MC for the first time last year in wind over 14 knots with my sail as flat as it would go and my 150 lbs. hiked out hard over the side. It is tough enough to do well in heavy air without having to give up 60 to 120 lbs. of crew weight.

Furthermore, I had a lot to learn about racing the MC.

Preparation also includes getting comfortable with your boat. Friday morning arrived and the wind was already blow 15 with potential for more. Elizabeth and I went out and practiced tacks and jibes until they felt right. Timing is important; on tacks for example, Elizabeth dropped the new weather board just as our boat went head to wind. We concentrated on getting out quickly on the new tack and accelerating rapidly. Pulling the new windward board up right away is not a high priority because two-thirds of it is out of the water when the boat assumes its proper heel angle on the new tack. To warm up you should do your tacks in slow motion, to set the choreography of arms, legs, back, and shoulders in sync.

Tacking, jibing, and mark rounding technique is important because without a spinnaker and jib the MC is a very tactical boat. Feet and inches gained or lost in these common maneuvers have a habit of adding up at the finish.

Finally, preparation includes getting a "feel" for the MC's speed and pointing upwind. I usually sail upwind for as little as 50 yards or as much as a quarter mile. The MC has a very flexible mast; consequently, sail trim makes all the difference between OK speed and great speed. I adjust the mainsheet, cunningham, vang, traveler, and outhaul to find the best speed for a given wind strength. Next adjust these controls to depower or power-up in response to variations in wind strengths. It takes practice to get into the "comfort zone" with these adjustments, but learning to sail better for me has always been half the fun.



Gordy Bowers and crew (daughter Elizabeth) at the 1989 Midwinter Regatta, Lake Dora, FL

The first race was windy - 18 to 25 knots. Elizabeth and I used the heavy sail. We started well at the leeward end and watched most of the fleet curl up inside us with a progressive starboard lift. We rounded the top mark no better than 8th, but with good speed on the reaches we were a close 4th at the leeward mark. A second place finish to Dan and Tammy Quiram in 20 knots of breeze made us feel pretty good.

The second race was cancelled so it was back to shore for "war stories" about the race. That evening I was privileged to share my Olympic coaching experiences and slides with a great group of MC sailors.

Saturday morning brought more wind out of the north. Elizabeth and I warmed up with a couple of practice starts, tacks, and jibes. I decided not to rake aft because although the wind was about 15, it was not really building. Another bad start, but we were able to get to the right side according to our game plan and rounded

first in 6 knots of wind. Again, we were fast offwind even against guys who were sailing singlehanded. We increased our lead and finished first. Elizabeth said, "Nice going Dad!" Dad said, "Nice going yourself" and felt great inside.

After lunch, the wind for race three was down so I sailed alone and switched to our all-purpose sail. This race was a lesson in awareness - good and bad. I rounded the corner mark in second, a one-tack beat. I watched Dave Cleaver climb out of my wake and pass (continued on page 5)

26th Annual Black Tie Regatta, Lake Ray Hubbard, Dallas

This year's Black Tie saw winds from light to survival for fleets of 11 Es, 47 Cs, M20s(didn't get the count), and 29 MCs. The fleets raced once on Friday, April 14th in light air, twice on Saturday in light to very light winds, and twice on Sunday. The first race Sunday saw 18 - 20 knot winds with the waves beginning to pile up. By the second race the winds were 20 - 25 with the waves growing bigger and bigger. Fred Stevens, who had a shot at first for the regatta until Ernie French edged him by less than a yard at the finish of this last race, reports that this was the first time he had submarined going upwind! He also related that the top E, C and M20 all flipped during this final race of the regatta.

We'd like to thank Marilyn Prowkop for spending one-half hour on the 'phone so we could get these results in this issue. If someone has photos of the trophy winners we'll try to get them in the next issue.

Pl. Name	Home	Points	Trophy
1 Ernie French	Lexington, NE	28.7	1st
2 Fred Stevens	Grand Rapids, MI	31.7	2nd
3 Manning Grinnan	Dallas, TX	32.0	3rd
4 Bill Best	West Bend, WI	67.4	4th
5 Mike Fieseler	Moline, IL	70.0	5th
6 Hardy Will	Kenilworth, TX	70.7	
7 Scott Ripke	Zenda, WI	76.0	
8 Jack Schindler	Lake Lotawana, MO	81.0	
9 Bob Cantrell	Lake Lotawana, MO	84.4	
10 Harvey Baker	Stillwater, OK	84.7	
11 Louis Murray	Grand Rapids, MI	84.7	
David Greene	Dallas, TX	91.0	
13 Paul Whitworth	Kingwood, TX	100.0	
14 Wayne Bonham	Dallas, TX	105.0	
15 Jim Stinson	Tulsa, OK	108.0	
16 Larry Smith	Dallas, TX	108.0	
17 Pamela Scribner	Lake Lotawana, MO	115.0	
18 Mike Crary	White Bear Lake, MN	117.0	
19 Joe Rappeport	Dallas, TX	121.0	
20 Bill French	Ord, NE	121.7	
21 Jack Marsee	Tulsa, OK	124.0	

Pl. Name	Home	Points	Trophy
22 Jay Sawyer	Holdrede, NE	129.0	
23 Bob Hoffman	Omaha, NE	137.0	
24 Drew Mize	Arlington, TX	140.0	
25 C.P. Burke	Lewisville, TX	140.0	
26 Nick Grunt	Arlington, TX	160.5	
27 Joan King	Tulsa, OK	166.0	
28 Richard Melick	Aurora, CO	170.5	
29 Barbara Cooley	Lake Lotawana, MO	170.5	

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Gordy Bowers (continued from page 3)

me to weather. My boat felt sluggish. After he got by, I discovered that I had left the boom vang on and it had made the mainsail leech way too tight. Now for the good news, one-third of the way up the beat I noticed a huge wind shift to the right. A short tack put me in it. Dave was the only other boat to see it, he rounded first with me right behind. Dave did a nice job covering and was first at the finish with me second.

The following race was back-to-back. The wind increased to 15 knots and I was tempted to go back to get Elizabeth, but I did not have enough time. I raked the mast back to 28'-1", raised the boards and hoped the wind would not build further. No such luck; I was overpowered, on the wrong side, and rounded the first mark in the tank. The next two legs went something like this: first reach, get in the passing lane to weather, pass six boats, overlap one boat at corner mark, second reach stay high, pass one boat, but more important, gain distance on the leaders. Second beat gain three more boats. At the end of the run, I spot a huge spectator boat wave, get on it, surf, pass boats, and round the leeward mark in 3rd. The wind is dropping rapidly. I tack left, pass two more boats. The leader covers but falls into a hole and I am able to work out from under him on port and finish first - a great comeback.

That evening a great party, complete with speeches, good friends and good food.

Sunday morning brought no wind. However, by 10:30 a steady 10 - 12 knot wind was building from the southwest. My game plan was (concluded on page 6)

INTERNATIONAL MC CLASS SAILBOAT RACING ASSOCIATION - 1989 DUES NOTICE - \$15



Please make your check payable to: IMCCSRA

Mail check to: Curt Bradley, Executive Secretary, 1620 Timberlane NE, Grand Rapids, MI 49505

Please complete (print) and return this form with your check.

Name _____ Boat No. _____ Fleet No. _____

Address _____

City _____ State _____ Zip _____

Are you the sole owner? ☐ If you are a co-owner, please check ☐ and list the co-owner's name and address.

If you are a non-fleet member, what lake/river near what city, in what state, do you sail? _____

If you have sol/traded a boat in the last year, please give number of the boat and the name and address of the person to whom the boat was sold:

#833 1982 MBW. All controls to skipper, boards rigged for auto-trip, two sails, two-high trailer. \$3500. 303/522-8446

#1062 1987 MBW. Never sailed! All controls to skipper. Harken fittings. Burgundy and blue. Full cover and trailer. \$6800.
Ernie Cornielsen 414/248-2868

#1138 (1988) Grey with red stripes. Perfect shape. Wally Thornton, 816/578-4643, 816/361-7140

The perfect gift for the MC skipper, crew or spouse, a miniature MC tie-tack, lapel pin or pendant meticulously handcrafted in solid 14 kt. gold (C scows also available). Sue Peterson (MC1141), 56927 Inwood Ct., Elkhart, IN 46516, 219/294-1853

Tony Bruskas, chairman of the IMCCSRA Technical Committee, reports that the board has approved the manufacture of rolled-edge MCs by Melges Boat Works. Johnson has requested that they be allowed to do the same.

The committee is also considering the introduction of flutter patches on the leech of some seams of the sail. This is described as a small patch which, it is claimed, will lengthen the life of the sail.

Sail flotation panels are also being studied.

A note from Dick Duley points out that we incorrectly listed him as "Peter" Duley in the standings for the 1988 MC Blue Chip. And further, by coincidence, his grandson Peter Duley was not born until after the Blue Chip!

In the previous MC Newsletter we reported that Tony Bruskas is the ILYU representative. Not true -- Hardy Will is our rep this year.

In addition to those listed in the January newsletter, Andy Carlson is serving on the Technical Committee.

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to start safe, avoid fouls, and stay in the top 10 boats. I started one-half boat length behind the boats around me, but was able to work free on a long starboard tack and round the top mark 4th. I sailed fast and loose, and finished first again.

My finishes of 2-1-2-1-1 assured me of first in the pro division. The MC Midwinters was a great time. I met many new friends too numerous to mention. Elizabeth got to skip school and sail with her dad and get a few sailing tips for next summers' class X regattas. The weather was perfect and the southern hospitality great. Pete Smith's race management was excellent. I learned more about the MC and even got to like grits for breakfast.



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