



Touch of Class

The Official Publication of the MC Sailing Association

Spring 2017



THE MELGES MC SCOW



REGATTA GIRL PHOTOGRAPHY

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Commodore's Corner



Greetings to you all as we get started on the 2017 MC sailing season. I personally look forward to being on the water and renewing old friendships and rivalries.

Please join me in welcoming new Board Members, Andy McDonald of Indianapolis Sailing Club, Indiana, and Stefan Schmidt of Lake Mendota, Wisconsin. Both are intrepid sailors, wonderful friends and competitors, and are well known nationally. I really look forward to sailing with them, and to working with them on the Board in the coming years.

It looks like our National Regattas are going to be great events again this year. The MC National Championship will be sailed on June 14, 2017, through June 17, 2017, at Rush Creek Yacht Club, near Dallas, in Heath, Texas. I sailed in the Masters Championship there a few years ago and can personally attest to the first class facilities and the wonderful hospitality which can be expected at their event. I am looking forward to sailing with Dr. Jack Kern and the rest of the local sailors at Lake

Ray Hubbard. The Masters Championship will be sailed on July 20, 2017, through July 23, 2017, at Cedar Lake Yacht Club in Hartford, Wisconsin. They have a new clubhouse and are excited to once again host a Masters Championship. The last time

we sailed the Masters Championship at Cedar Lake we drew 64 boats! In fact, another large turnout is expected. The board recently approved Pewaukee Yacht Club as the venue for the 2018 MC National Championship. The last time we sailed the MC National Championship at Pewaukee Yacht Club, there were more than 90 competitors! Finally, the board has received a number of serious inquiries for both future Nationals and future Masters. I hope to share the exciting news with our members at this year's Nationals meeting after we have finalized the bids and dates.

So, we are starting a new season of sailing. We sail to enjoy nature and the outdoors, and to chase adventure. In the process we make friends, develop rivalries, and escape (for a time) our responsibilities. Sailing is pure therapy. From the moment we leave shore we leave behind the stress of life, and we draw nearer to nature. People are envious of our skills as sailors and our ability to escape and participate in this special sport. I look forward to seeing you at our National events, at Regattas, and at your home clubs. Sail fast, sail fair, sail safe, and have fun. See you soon.

Richard Blake
Commodore

Editor's Note



It's another MC sailing season upon us. Before you know it Nationals will be happening at Rush Creek with another spectacularly run event by our Dallas friends. I sure hope it's on your schedule to make that one. The class is healthy and I look forward to bringing you as much of the fun through these pages as possible throughout the year.

We welcome our newest advertiser, Harken Canvas to these pages.

Cheers and sail fast.

Bob Wynkoop
Editor

Photo Credits

Midwinters – John Cole, Cow Town – Lisa Kreitcher, 99 Bottles – Mary Leger

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Meet the Board of Governors



Richard Blake lives in Galloway, Ohio, a suburb of Columbus, Ohio, and Sails out of Hoover Sailing Club. Richard is married to Tracy, and is a father to three girls and a grandfather to two grandchildren. Richard is a Director in the Legal Department of the Ohio Bureau of Workers' Compensation.

Richard currently sails MC # 2161.



David Helmick is a MC sailor since 2009, and a longtime Florida one design and off shore sailor. He's the current Commodore of Lake Eustis Sailing Club and often accompanied by his lovely wife Nancy.



Amy Walsack Larkin is originally from Barnegat Bay, NJ and a family of huge boating enthusiasts, Amy was introduced to the sport of sailing at a young age but didn't start competing until her late teens in one-design boats and, offshore racing. She moved to the Atlanta area shortly after college where she continued the sport she loves at Lake Lanier Sailing Club in Flowery Branch, GA. Starting up with the MC in 1995, Amy was a bit of a minority, being under 30 and a woman, though she quickly fell in love with the boat and the class. Amy lives with her husband Bob and her four furry children in Duluth, GA.



Joe Friction is married to Jenny, and has two boys, Lucas and Charlie. Joe lives in Minneapolis, Minnesota, and sails on Lake Harriet. He is currently working on growing team racing in the MC fleet. Joe learned to race at the University of Iowa, and is now teaching his love of sailing to his boys. Off

the lake, Joe is an attorney representing dental practices and other small health care businesses.



Chris Brooks is an emergency room MD and faculty member at Washington University, St. Louis, MO and sails both at Carlyle SA and Lake Eustis SC. He has an extensive sailing background including being part of the Naval Academy's sailing team. He is married to his wife Meg.



Chris Craig sails with Fleet 06, from Lake Fenton SC, MI. Chris is a long-time scow sailor.



Justin Annis started sailing in 2007 at the Rebel Rouser. He won that event in 2012 making him part of the first father/son combination to each win the prestigious perpetual trophy. He's married to Elise and they have two children, Chandler and Justin. He loves traveling the country sailing with some of the best friends a sailor could have.



Andy McDonald grew up sailing at the Indianapolis Sailing Club. After participating in a few different classes, he decided to campaign a Thistle for many years all around the country. In 2000 he was fortunate enough to win the Highlander Class National Championships. As an empty

nester with three sons out in the world, Andy discovered sailing again through the MC Scow. His first MC Scow race was Race #1 at the 2015 Nationals and he has made several MC regattas since and is a driving force in the new fleet in Indy.



Stefan Schmidt originally from Shorewood (Milwaukee), WI. I started sailing as an X boat crew for renowned M-16, MC racer and ILYA/national race officer, Bill Best on Big Cedar Lake, WI around 1960. Many years later (mid 80s) I started skippering, getting hooked on Badger Tech racing at Hoofers Sailing Club in Madison, WI where

I now live with Kristi Betts (often seen with her bright green kayak at regattas on the circuit). I have owned and raced Lasers, Windsurfers, M-20s, I-20s, E scows and served as Mendota Y.C Commodore in 2001. The MC fleet (since around 2010) is my primary home for racing now. I am so impressed by the joyful and generous spirit of this class and am thankful to all who have helped me try to improve. Where else can someone compete in large venues in all regions of the country against all levels of racing ability?



Pete Comfort grew up sailing the Butterfly on Beautiful Torch Lake Michigan and crewing on my dad's E-Scow. In addition to the MC I have also raced the Butterfly, Laser, C-Scow, M-20 and E-Scows. I have been sailing the MC for almost 25 years and love the family feeling the class provides. I have been all over the country sailing and

there is something about MC sailors that are just so welcoming and friendly. My wife Julie is an avid runner and also a great crew for the windy days. I have two daughters 2 and 4 years old that love to watch me sail and jump in the boat whenever they get the chance.



Dan Fink aka "Squad Car."



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- Great Weather

The Ditty Drawer

No telling what you might find in here.



Harken canvas shop is making custom-designed hiking straps for your MC.



ok i warned you what would happen if you didn't send me more sailing photos...

here's a photo of jack kern's dog Dillon.

;-)

Tiller maintenance

Wooden tillers are one of those things that most of us take for granted. Yours has been doing its job season after season. But over time the sun and elements degrade the original finish letting water into the laminations, loosening the glues and rotting the wood. Damage usually starts at the back of the tiller with delamination at the end grain. If it hasn't progressed too far, some easy fixes are to remove the side plates, prying open individual laminations with a flat screw driver bit and pushing in Titebond III water-proof glue with a thin knife blade.



4 lamination section scarfed in to repair tiller

Clamp it all together until fully dry.

Some sanding and three coats of spar varnish should give it new life. Rot and missing pieces are common with neglected tillers but

they too can be repaired by scarfing in new wooden laminations, though that's trickier. Keeping your tiller nicely varnished is the key to it lasting.

Up Keep Tips

Have you tried these on your boat?
The results are amazing!



MELGES

Inside Melges

Scow season is in full swing! Melges has been working hard to make sure everyone is geared up for the new season. We're delivering new boats, new parts, and new North Sails.

It was a very busy winter here in Zenda, Wisconsin. The Melges Team built over 25 brand new Melges MC Scows! Lots of fast new boats are hitting the starting line this season.

Our team is bigger and stronger than ever. We have welcomed Eddie Cox and Hannah Noll to the team. Two young and talented people as well as good sailors. Both are recent college graduates and are bringing a new level of energy to the Melges Team. You will see Eddie and Hannah at many events. Every day we are working to promote the sport all of us love.

Order books are open for 2018. Encourage your friends to get a new boat and help grow the MC fleet!

Regatta Results

Train Wreck Regatta

Fleet 04 - Lake Eustis SC, FL, February 2017

Last Name	First Name	Sail #	Class	R1	R2	R3	R4	R5	Total	Rank
Pape	Jeremy	2568	M	1.0	5.0	1.0	4.0	2.0	13.0	1
Seidemann	Robert	2078	U-50	4.0	2.0	2.0	2.0	4.0	14.0	2
Baerwitz	Ronald	2220	M	5.0	1.0	11.0	1.0	1.0	19.0	3
Helmick	David	2543	GM	7.0	4.0	9.0	3.0	5.0	28.0	4
Lopatin	Ivan	1790	U-50	6.0	8.0	3.0	6.0	7.0	30.0	5
Cole, Jr.	Robert	1977	GM	3.0	3.0	6.0	9.0	14.0	35.0	6
Schneider	Mark	2166	M	2.0	18.0	8.0	5.0	15.0	48.0	7
Andert	Chris	2299	U-50	9.0	10.0	5.0	17.0	10.0	51.0	8
Grinder	Mark	2596	GM	20.0	6.0	12.0	20.0	9.0	67.0	9
Kubicek	Chris	2484	M	17.0	12.0	7.0	7.0	25.0	68.0	10
Wynkoop	Bob	2175	GM	12.0	13.0	14.0	13.0	16.0	68.0	11
Haeger	Allan	2015	GM	27.0	7.0	4.0	10.0	23.0	71.0	12
Eaton	Craig	2331	U-50	15.0	21.0	21.0	8.0	8.0	73.0	13
Bordes	Jean-Pierre	1699	U-50	8.0	26.0	15.0	22.0	3.0	74.0	14
White	Mark	1292	GM	13.0	9.0	13.0	26.0	13.0	74.0	15
Stamper	Monte	2076	M	19.0	16.0	17.0	12.0	12.0	76.0	16
Penwarden, III	Brent	1903	M	16.0	19.0	27.0	11.0	6.0	79.0	17
Hendershot	William	1855	GM	14.0	14.0	10.0	19.0	26.0	83.0	18
Brooks	Chris	2585	GM	18.0	29.0	18.0	14.0	11.0	90.0	19
Jarecki	Augie	2448	Y	10.0	25.0	24.0	16.0	18.0	93.0	20
Moore	Christopher	2074	GM	22.0	28.0	16.0	21.0	17.0	104.0	21
Saylor	Lee	2201	GM	23.0	17.0	20.0	24.0	22.0	106.0	22
Briggs	Keven	2393	M	11.0	22.0	26.0	15.0	35.0 DNF	109.0	23
Andersen	Steve	1148	M	24.0	11.0	32.0	27.0	24.0	118.0	24
Moehl, Sr.	Geoffrey	2412	GM	25.0	27.0	29.0	23.0	19.0	123.0	25
Johnson	Dave	2100	U-50	21.0	15.0	19.0	35.0 DNF	35.0 DNS	125.0	26
Morgan	Thane	2258	M	28.0	23.0	23.0	28.0	27.0	129.0	27
Cole	Robert	1372	GM	26.0	24.0	28.0	25.0	28.0	131.0	28
Kihm	John	855	GM	29.0	33.0	33.0	18.0	20.0	133.0	29
Rotier	Steve	2522	GM	31.0	31.0	22.0	29.0	21.0	134.0	30
Reeves	Ronald	1949	OS	35.0 DNF	20.0	30.0	35.0 DNF	35.0 DNS	155.0	31
Beck	Gerard	1919	GM	33.0	34.0	25.0	35.0 DNF	35.0 DNS	162.0	32
Howells	June	2307	W	30.0	32.0	31.0	35.0 DNS	35.0 DNS	163.0	33
Ashburn	Michael	1460	GM	32.0	30.0	34.0	35.0 DNF	35.0 DNS	166.0	34

Bunny Hop Regatta

Fleet 50 - Lake Norman YC, NC, April 8-9, 2017

The Bunny Hop Regatta was sailed at the Lake Norman Yacht Club in Mooresville, NC the weekend of Apr.8th and 9th with 8 competitors from as far away as St. Louis, MO. Saturday brought light and shifty conditions with wind strengths ranging from 3-8 MPH. The race committee did a great job adjusting to the

conditions with several course adjustments and managed to pull off 4 races on Saturday. Sundays races had to be cancelled because the winds died shortly after the fleet arrived at the race course.

Jean Pierre Bordes sailed a consistent regatta and took top honors with 9 points. He was followed by Jonathan Few in

second with 11 points and Ivan Lopatin was third with 12 points. Ivan won two of the four races but was hurt by a bad finish in race #1. Dave Benson from Catawba Yacht Club was the top Master and Fred Herr from LNYC received the top Grand Master award.

Pl	Sail	Sailor	Subgroup	1	2	3	4	T
1	16	Jean-Pierre Bordes		1	4	2	2	9
2	1767	Jonathan Few		3	3	4	1	11
3	1790	Ivan Lopatin		6	1	1	4	12
4	2046	Joshua Landers		2	2	3	7	14
5	1860	Fred Herr	Grand Master	4	5	5	3	17
6	2612	Kevin Cox		5	7	6	5	23
7	2472	Thomas Martin	Grand Master	7	8	8	6	29
8	2403	Dave Benson	Master	8	6	7	8	29



Pacific Coast Championship

Fleet 98 - Mission Bay YC, CA, April 2017

Sailed: 6, Discards: 1, To count: 5, Rating system: USPN, Entries: 6, Scoring system: Appendix A												
Rank	Fleet	SailNo	Club	HelmName	R1	R2	R3	R4	R5	R6	Total	Nett
1st	MC Scow	2040	LHYC	Henry Chesnutt		-3	2	1	2	2	11	8
2nd	MC Scow	1970	MBYC	Keith Sternal	1	1	-5	1	3	4	15	10
3rd	MC Scow	1235	MBYC	Howard Macken	2	4	2	-6	1	2	17	11
4th	MC Scow	1684	DLYC	Rod Anliker	5	3	-6	4	4	3	25	19
5th	MC Scow	1481	MBYC	Brian Anderson	4	-5	3	5	5	5	27	22
6th	MC Scow	2080	PLYC	Jim Magnuson	6 (7 DNC)		4	3	6	6	32	25

Sarasota MC Cup

Fleet 97 - Sarasota Sailing Squadron, March 4-5

Pos	Sail	Boat	Skipper	Yacht Club	1	2	3	4	TotalPos
1	2412		Geoffrey Moehl	Lake Eustis Sailing Club	1	4	3	2	10 1
2	2074		christopher moore	pettipaug yach club Essex CT	7	3	1	3	14 2
3	1851		Robert Cole	SSS	3	5	4	4	16 3
4	2407		Devon Howe	Saratoga Lake Sailing Clug	4	9	6	1	20 4
5	2483		Richard Elshans	SSS	5	2	10	5	22 5
6	2201		Lee Saylor	LESC	6	6	8	7	27 6
7	2400		John Tarrant	SSS	2	10	9	8	29 7
8	2576		david atkinson	dlyc	9	8	7	6	30 8
9	2610		Andrew Hodgson	Sarasota Sailing Squadron	10	1	5	18/DNS	34 9
10	2315		Randy Scott	Sarsota Sailing Squadron	8	7	2	18/DNF	35 10
11	199207		JAY WINBERG	Corinthian Yacht Club	18/DNS	18/DNS	18/DNS	18/DNS	72T 11
11	2223		Burke Wasserman	99	18/DNS	18/DNS	18/DNS	18/DNS	72T 11
11	2568		Jeremy Pape	LLSC	18/DNS	18/DNS	18/DNS	18/DNS	72T 11
11	2220		Ron Baerwitz	SSC	18/DNS	18/DNS	18/DNS	18/DNS	72T 11
11	2596		Mark Grinder	Chautauqua Yacht Club	18/DNS	18/DNS	18/DNS	18/DNS	72T 11
11	2581		Ted Weihe	Sarasota Sailing Squadron	18/DNS	18/DNS	18/DNS	18/DNS	72T 11
11	2308		Lynn Scott	Sarasota Sailing Squadron	18/DNS	18/DNS	18/DNS	18/DNS	72T 11

Triple Crown

Fleet 04 - Lake Eustis SC, FL, March 2017

2015-triple crown winner:	Seidemann	Robert								
2016-triple crown winner:	Seidemann	Robert								
2017-triple crown			TWRX	SER	Mids	pointsSER	points trainw	points after t w	points mids	final points
Seidemann	Robert	2078	2	1	1	60	59	119	120	239
Cole, Jr.	Robert	1977	6	6	6	55	55	110	115	225
Schneider	Mark	2166	7	11	15	50	54	104	106	210
Haeger	Allan	2015	12	7	16	54	49	103	105	208
Bordes	Jean-Pierre	1699	14	4	17	57	47	104	104	208
Lopatin	Ivan	1790	5	8	26	53	56	109	95	204
Hendershot	William	1855	18	10	13	51	43	94	108	202
Helmick	David	2543	4	22	24	39	57	96	97	193
Eaton	Craig	2331	13	16	21	45	48	93	100	193
Penwarden, III	Brent	1903	17	15	28	46	44	90	93	183
Andert	Chris	2299	8	33	23	28	53	81	98	179
Stamper	Monte	2076	16	12	38	49	45	94	83	177
Jarecki	Augie	2448	20	25	22	36	41	77	99	176
Morgan	Thane	2258	27	29	30	32	34	66	91	157
Rotier	Steve	2522	30	23	41	38	31	69	80	149
Brooks	Chris	2585	19	28	50	33	42	75	71	146
Reeves	Ronald	1949	31	31	54	30	30	60	67	127
Howells	June	2307	33	24	59	37	28	65	62	127
Grinder	Mark	2596	9	32	xxx	29	52	81	#VALUE!	0
Kubicek	Chris	2484	10	27	xxx	34	51	85	#VALUE!	0
Cole	Robert	1372	28	20	xxx	41	33	74	#VALUE!	0
Ashburn	Michael	1460	34	34	xxx	27	27	54	#VALUE!	0

Regatta Results

MCSA Midwinter Championship

Fleet 04 - Lake Eustis SC, FL, March 2017

By Al Haeger

The 2017 MC Scow Midwinters (Lake Eustis Sailing Club, March 9-11) had 63 competitors from 13 states and Canada. Lake Eustis is a great sailing venue – big and round, with no motorboat traffic, and the LESC hosts were terrific as always. Day 1 brought no wind, but plenty of interaction between the large group of class regulars and newer sailors in this active and growing class. Day 2 started somewhat light, but a strong breeze came in from the right in the middle of Race 1. The breeze for Races 2 and 3 stayed strong (10-18 mph) with significant shifts that were hard to sniff out. Many sailors added crew. Day 3 saw more moderate breeze (8-13 mph); still shifty, but more predictable.

Top finishers were:

Rob Seidelmann – 1st and winner of the MC triple crown for three LESC regattas over the 2016-17 winter season

Bill Draheim – 2nd and top Master

Eddie Cox – 3rd

Ron Baerwitz – 4th

Ted Keller – 5th

Bob Cole, Jr. – 6th and top Grand Master

The MC class is fortunate to have many strong sailors that are willing to share their knowledge. Here are some great insights from the top finishers.

What were the keys to success in the regatta, from your point of view?

Rob Seidelmann: The biggest key was getting off the line with a clear lane both below you and above you. This made it very easy to either tack on the first header or foot towards the next shift. Sounds too easy but it's really the hardest thing to get off the line clear. When you do this, you almost put yourself in the top 10 already and makes it easier to get up to the front of the fleet.

Bill Draheim: The keys to success were the same as always. You need to get off the line, stay in velocity and stay in the lifts. Some percentage of the time these things won't happen, but the winner has these things happen the most.

Ron Baerwitz: Every time I focus on finding a clear lane off the line I do well. It's not easy to forgo the favored end to gain more space. But here is the truth: the more shifty the venue the less the favored end really matters.

Ted Keller: The key factor was consistency, just like usual. If you can put together a string of top ten finishes, or even better, add in a few top 5's, you are going to be in the front group and right in the hunt for the regatta. To me, the important ingredients are: solid straight line speed; strong boat handling (good tacks and jibes and maneuvers in traffic), and getting off the starting line on a consistent basis.

On day 1, there were big shifts. What did you do to sniff those out?

Rob: Lake sailing is very, very tricky and also very lucky! That is the truth, and you will find some of the best sailors on the wrong side of the lake at any given time and will see it in the results. I try my hardest to always sail on the lifts, because the wind will shift back 90% of the time, unless one side of the course has a consistent shift to it. Puffs also are huge on lakes. I always sail for the dark water or puff. I lost the first race because I wanted to cover the majority of the fleet and didn't sail towards a black puff and the winner of the race did.

Bill: Seeing the shifts is not hard if you have your head out of the boat and looking upwind. Race 1 the lead boats were still well in front, I was back in around 6th but used the boats in front as wind indicators. Having more boats in front of you means more wind indicators. Use them!

Ron: I kept an eye on pressure on the

water and tried to sail the lifted tack. With that said, it was not so easy to predict the large shifts that happened. When I gained advantage over large portions of the fleet I would consolidate to solidify my position over the greatest numbers. Ultimately that cost me points on 3 occasions.

Many sailors struggle with sail trim adjustments in different conditions. Can you give us some pointers on what you are looking for in different conditions?

Rob: Sail trim is so different on each sail. I don't care what sail you use, but you must learn how to make your sail go fast! No sail out of the box is as easy as just pulling it in and going fast! I have been sailing the same sail for seven years and can close my eyes and set it up for different wind conditions. I love a loose foot to get more power down low but that might not work on all sails. Another key point is when you're going slow, you must change something with your trim. When I am slow, I may ease my sail a few inches and get the boat up to speed and then pull it back in to where I think it should be

Like most boats, MC boat speed is very sensitive to angle of heel. Are there any secrets you can share?

Rob: Heel of the boat is critical. Jeff Annis told me that when I first started and I have never forgotten that. On the MC, it's about 15 degrees and I try my best at all cost to keep that heel and never sail flat. Upwind, ease-hike-trim is the best way to keep that angle or pinching sometimes works but tends to slow you down. Hiking hard when its windy is very important and is very, very fast.

Bill: The MC is a great boat. It has all the depowering control lines at your fingertips. Day 1 was a post-race Advil day for sure. I am continually pulling on the cunningham, vang, outhaul, and easing the sheet and traveler as the wind comes up. I reverse this stuff in the lulls. One thing I think I do more than most is to drop the



traveler all the way down when I'm overpowered. You need to realize the easing and trimming I just described happen non-stop during the race. I used my rowing machine for three months before the regatta; maybe that helped a little.

Other comments

Rob: Remember that all the best sailors have sailed hundreds if not thousands of races! So, they have seen everything that comes to them and it becomes second nature. Rising up through the fleet takes a lot of hard work and focus. I keep a notebook of everything that happens in regattas over the years and love to go back and read what worked and what didn't. This is a great way for novice sailors to improve.

Bill: With 10-15 minutes until the start a lot of boats are sailing upwind, I like to stay downwind in that starting area and observe the others who head upwind. I

get a broader picture of the course this way. Inside of 5 minutes I like to sit on the windward side of the line. I'm trying to figure out where the velocity is coming from and when it will get to us. I want to start in a spot that will get me to the next "piece" of velocity. Some people say they can tell if the approaching velocity is a lift or header. I'm not one of them. I simply want to get in the velocity then be on the proper tack when I get there. There is no tactical value in reaching back and forth behind the line while the starting sequence is on.

Ron and Ted: Fight for every point. Everyone ended up in the back at some point. The key was to not give up. Get back to basics by sailing the lifted tack and winning your side of the course.

Ted: The biggest thing in bigger breeze and waves is to be sure you are not pinch-

ing. Hike hard and use the controls to depower: vang and cunningham on hard, traveler down 4 to 6 inches as needed. Then put the bow down and drive the boat 'fast forward' through the waves. It is important not to be caught sailing the boat too thin so I really avoid feathering the boat into the wind when overpowered. When pinched and going slow, you try and bring the bow down only to get hit with the next puff and blown up on your side. That yo-yo effect has to be avoided to maintain a constant heel angle, so it's really key to not be pinching.

Ted: Try to keep things simple: sail for the pressure on the water, then sail the lifted tack, and keep the bow pointed at the windward mark. This keeps you centered up on the course for the most part, and able to benefit from shifts coming from either side. On Day 2, it was important to avoid chasing the pressure all the way out

Continued on page 10

Regatta Results

Midwinters continued from page 9

to one side of the course. That took any options away and as soon as you'd feel the pressure lighten and the lift start to fade, you would know the other side of the course is going to come rolling in and boats you thought you had well in hand were going to sail right past. Though it's tricky, that is the fun part of lake sailing. No one ever really knows what the wind is going to do. To play the odds and position yourself vs. the fleet where you are likely to gain some but less likely to lose a lot, that is the balancing act we continually aim for.

2017 MC Midwinters Recap

By Mary Anne Hopper and Bill Draheim

As winter storms bore down on much of the midwest and northeast, 63 MC skippers along with their crews, friends, and families arrived in Eustis, FL and were greeted by soon-to-be-perfect temperatures and sailing conditions. Sailing the first day was called early in the afternoon due to lack of wind. There were tremendous sailing conditions on the second and third day with velocity in the 8-15 range.

Rob Seidelmann sailed consistently in all conditions and dominated the two days of racing, posting finishes of 2-2-1-3-6 – he was 22 points ahead of second place team Bill Draheim and Mary Anne Hopper. Bill and Mary Anne spent part of their 16 hour drive home reflecting on the regatta. Here is what they talked about along with Bill's thoughts. There are also great video blogs featuring Bill, Scott Slocum, Andy McDonald, Bob Wynkoop, and others on the Gus Sails Facebook page (<https://www.facebook.com/gussails/>).

There was no sailing the first day – what are some things you can do to keep your head in the regatta when not sailing?

There are lots of things you can do to improve your game, even if not on the water. You have the opportunity to check out other people's boats because they're all sitting in the parking lot – it's pretty

much an MC boat show. The best sailors are standing around just like you and most are always ready to talk about their sailing techniques, so engage them in conversation. Then there's the never-ending boat to-do list. Check rigging, rake, ring-dings, make sure things are lubed up, clean your bottom. A non-sailing day can become a prep day, especially when a lot of boats have been put away for the winter. On the other hand, it can be easy to get sidetracked with other vices (like beer). Some people may end up with their face in the cooler – nothing wrong with that.

The wind blew from the SW on day two and NE on day three – how did that impact your tactics?

It made it harder. I always start to develop a plan based on predicted wind direction before the first race of the day. Once on the race course, I'm looking for tendencies (shifts off the shore, velocity, etc.). It is important to develop pre-race plans. A lot of boats spend their pre-race time sailing upwind, but I like to stay down by the starting area because I get a broader picture of the race course. There is more value in watching the other boats sail upwind. Even at 4-5 minutes, I stay just above starting line. There is not much value in reaching back and forth and making sure you don't collide with other boats – watch the wind that's coming down the race course.

What are some starting techniques when the line is so long? (1/4 mile)

The class is doing a great job helping get big fleets with more than 60 boats off the starting line. They set a mid-line boat which essentially gives side-by-side lines. That gives competitors a better visual of the line. The class also uses radios, which gives competitors instant feedback if they're over early.

When in doubt, I like to start near the center boat. When you do that, you know you're on the line. Regardless of the line, beginners tend to get into trouble because

they set up too soon and sit luffing on the line and then can't get off the line. The key is not where your boat is at the gun, but where it is 20 seconds later.

What do you mean by that?

The boat that can hang back from the line and accelerate before the gun goes off will be in a better position than boats that have to stay luffing because they're on the line early. The boat that can trim in before the gun and be moving faster will shoot out in front of the boat that is still luffing on the line.

Immediately after the start, you don't always have the ability to sail the course you want to – sometimes, boats around you dictate how you sail. The boat to windward might sail lower and faster. Alternatively, the boat under you might be pinching and you will have to as well. Be disciplined enough to sail the course you're forced to sail until you can get free of the boats around you.

What do you do if you can't get free?

Do whatever you can to get your air clean. If you feel like you can't tack and clear the boat above you, bear off or luff your sail so you can tack and duck. The mission should be to get into clear air – even if you have to do two or three tacks.

There is always a lot of discussion regarding crew – your thoughts?

The ability to add or drop crew every race is unique to the Scow classes. I like it because it gets potential new sailors involved in our sport; it seems to be working because all the Scow classes continue to get a lot of boats on the line.



Bob Wynkoop thought it would be sailable by 4 – other sailors disagreed!

It also adds a level of complexity, especially when the wind is up and down. Mary Anne and I are relatively small (280 lbs.), so we get nervous about wind coming up. We've sailed enough together in lighter air that we know we're better sailing in marginal conditions than me sailing alone. We might lose some upwind but can make gainers with a lot of heel downwind.

I get jealous of the big guys when the wind comes up but know I have an advantage in lighter air. Then again, the big guys don't suffer as much in light air as I do by myself in heavy air – the rig is very powerful. In the race I decided to not take my crew, I hung in there for two upwind legs, but the final beat was 3 or 4 mph more and I went backwards faster than you can imagine. I'm always in awe of Rob Seidelmann – he beat us two years ago and killed us this year. He probably

weighs 245 (sorry if that's heavy) but he's incredible in all wind conditions.

In the second race, we rounded the weather mark in 40th and were able to dig back to a decent finish; a lot of people can't do that. Can you talk about what we did?

We should have sailed fast because it was windy. But I got over-confident with the breeze coming off the right shore; more confident than I should have! The breeze went left and we rounded 40th or so. The key to digging back in a race like that is to keep evaluating every single leg. We realized more of the puffs and angle were coming from the left so we gave more respect to that side of the course as the race went on. Without analyzing what's happening every leg, you will miss out on changing conditions. I am lucky that my crew, Mary Anne, is a top-level sailor because she is a second set of eyes to evalu-

ate the changing conditions – that helped us move up thru the fleet. Keep a positive attitude when you're in the back; there are plenty of opportunities to pass boats in oscillating conditions. Finally, keep your air clear. It will be harder because there are more boats around you, so be prepared to gybe and tack more often than you might want to as clean air is critical.

Final thoughts?

All in all, it was a great event. I love sailing in big fleets on small lakes with changing wind conditions – two perfect days on the water for me! A big congratulations again to Rob Seidelmann for an outstanding performance – I hear he might be joining the masters crowd next year so I'm looking forward to that. Thanks again to the Lake Eustis Sailing Club for hosting. We'll see you next year!



Regatta Results

Midwinters continued from page 11

Last Name	First Name	Sail Number	Trophy Class	Home Club	R1	R2	R3	R4	R5	Total	Rank
Seidemann	Robert	2078	Open (under 50)	000-Not member of an MC Fleet	2	2	1	3	6	14.0	1
Draheim	Bill	1973	Master (50-59)	005-RCYC/TX Rush Creek YC, TX	4	13	9	7	3	36.0	2
Cox	Eddie	2656	Open (under 50)	000-Not member of an MC Fleet	3	14	2	22	2	43.0	3
Baerwitz	Ronald	2220	Master (50-59)	000-Not member of an MC Fleet	8	10	16	2	7	43.0	4
Keller, III	Ted	2598	Master (50-59)	033-TLYC/MI Torch Lake YC, MI	7	11	7	17	4	46.0	5
Cole, Jr.	Robert	1977	Grand Master (60-69)	097-SSS/FL Sarasota Sailing Squadron, FL	15	5	6	6	14	46.0	6
Siocum	Scott	2072	Master (50-59)	005-RCYC/TX Rush Creek YC, TX	11	3	4	25	8	51.0	7
Wolfe	Kenny	2579	Open (under 50)	005-RCYC/TX Rush Creek YC, TX	12	25	13	8	15	73.0	8
Fink	Dan	2052	Master (50-59)	058-LMYC/WI Little Muskego YC, WI	14	1	3	38	19	75.0	9
Considine	Mike	2585	Master (50-59)	000-Not member of an MC Fleet	1	41	14	9	12	77.0	10
Porter	John	2538	Open (under 50)	015-LBYC/WI Lake Beulah YC, WI	36	26	5	11	1	79.0	11
Moring	David	2188	Open (under 50)	004-LESC/FL Lake Eustis SC, FL	34	7	26	5	9	81.0	12
Hendershot	William	1855	Grand Master (60-69)	094-VDM/QC Club de Voile Deux-Mpntagnes,	16	4	39	10	16	86.0	13
McDonald	Andy	2001	Master (50-59)	103-ISC/IN Indianapolis Sailing Club	9	28	23	13	13	86.0	14
Schneider	Mark	2166	Master (50-59)	000-Not member of an MC Fleet	5	31	17	18	20	91.0	15
Haeger	Allan	2015	Grand Master (60-69)	015-LBYC/WI Lake Beulah YC, WI	22	24	27	14	5	92.0	16
Bordes	Jean-Pierre	16	Open (under 50)	004-LESC/FL Lake Eustis SC, FL	18	34	10	20	10	92.0	17
Schmidt	Stefan	2229	Grand Master (60-69)	069-MYC/WI Mendota YC, WI	17	29	8	21	28	103.0	18
Stadele	Kurt	2067	Master (50-59)	003-LLSC/GA Lake Lanier SC, GA	13	30	31	4	27	105.0	19
Neal	Kevin	2528	Open (under 50)	000-Not member of an MC Fleet	23	16	29	28	22	118.0	20
Eaton	Craig	2331	Open (under 50)	004-LESC/FL Lake Eustis SC, FL	28	22	15	43	11	119.0	21
Jarecki	Andrea	2448	Woman	015-LBYC/WI Lake Beulah YC, WI	37	33	18	12	23	123.0	22
Andert	Chris	2299	Open (under 50)	004-LESC/FL Lake Eustis SC, FL	6	19	OCS	1	37	127.0	23
Helnick	David	2543	Grand Master (60-69)	004-LESC/FL Lake Eustis SC, FL	27	8	38	36	18	127.0	24
Wade	Clark	1796	Master (50-59)	054-HSC/OH Hoover SC, OH	55	9	11	23	29	127.0	25
Lopatin	Ivan	1790	Open (under 50)	089-LMSC/SC Lake Murray SC, SC	10	36	25	16	42	129.0	26
Howe	Devon	2219	Master (50-59)	092-SLSC/NY Saratoga Lake SC, NY	42	20	24	31	17	134.0	27
Penwarden, III	Brent	1903	Master (50-59)	076-KYC/NY Keuka Lake YC, NY	38	6	35	48	24	150.0	28
Kubicek	Chris	2484	Master (50-59)	015-LBYC/WI Lake Beulah YC, WI	29	50	22	19	32	152.0	29
Morgan	Brian	2592	Master (50-59)	005-RCYC/TX Rush Creek YC, TX	46	15	46	24	25	156.0	30
Keenan	Tom	88	Grand Master (60-69)	006-LFSC/MI Lake Fenton SC, MI	61	12	20	40	26	159.0	31
Moore	Christopher	2074	Grand Master (60-69)	099-PYC/CT Pettipaug YC, CT	41	21	34	47	21	163.0	32
Johnson, Jr.	Dave	2100	Open (under 50)	004-LESC/FL Lake Eustis SC, FL	51	38	21	15	39	164.0	33
Murphy	Jordan	2544	Master (50-59)	099-PYC/CT Pettipaug YC, CT	20	51	28	33	34	166.0	34
Wynkoop	Robert	2175	Grand Master (60-69)	099-PYC/CT Pettipaug YC, CT	47	18	12	35	DNS	176.0	35
End	Trisha	2270	Woman	000-Not member of an MC Fleet	39	35	19	41	45	179.0	36
Keenan	Mike	2010	Mega Master (70-79)	054-HSC/OH Hoover SC, OH	56	32	37	27	31	183.0	37
Stamper	Monte	2076	Master (50-59)	004-LESC/FL Lake Eustis SC, FL	35	44	33	26	47	185.0	38
Schulze	Stefan	2369	Open (under 50)	003-LLSC/GA Lake Lanier SC, GA	50	40	30	30	35	185.0	39
Moehl, Sr.	Geoffrey	2412	Grand Master (60-69)	004-LESC/FL Lake Eustis SC, FL	31	43	36	29	48	187.0	40
Rotier	Steve	2522	Grand Master (60-69)	015-LBYC/WI Lake Beulah YC, WI	44	39	32	39	36	190.0	41
Andersen	Steve	1148	Master (50-59)	000-Not member of an MC Fleet	26	42	47	46	33	193.0	42
Nelson	Dana	1944	Grand Master (60-69)	094-VDM/QC Club de Voile Deux-Mpntagnes,	53	27	41	32	52	205.0	43
Gagnon	Andre	1712	Master (50-59)	094-VDM/QC Club de Voile Deux-Mpntagnes,	54	17	42	DNF	30	207.0	44
Saylor	Lee	2201	Grand Master (60-69)	004-LESC/FL Lake Eustis SC, FL	33	48	50	37	40	208.0	45
Black	Kevin	2187	Master (50-59)	103-ISC/IN Indianapolis Sailing Club	30	53	44	53	38	217.0	46
Blake	Richard	2161	Grand Master (60-69)	054-HSC/OH Hoover SC, OH	19	23	53	DNS	DNS	223.0	47
Wasserman	Burke	2223	Master (50-59)	099-PYC/CT Pettipaug YC, CT	32	47	51	54	56	239.0	48
Hudson	William	2548	Grand Master (60-69)	076-KYC/NY Keuka Lake YC, NY	58	45	43	51	49	245.0	49
Brooks	Chris	2557	Grand Master (60-69)	004-LESC/FL Lake Eustis SC, FL	52	37	OCS	56	41	249.0	50
Gannon	Christopher	2622	Master (50-59)	031-LGYC/WI Lake Geneva YC, WI	25	52	45	DNS	DNS	250.0	51
Kinnie	Carl	1919	Mega Master (70-79)	004-LESC/FL Lake Eustis SC, FL	40	56	48	55	53	251.0	52
Brown	Mike	2310	Master (50-59)	005-RCYC/TX Rush Creek YC, TX	57	54	40	50	54	254.0	53
Reeves	Ronald	1949	Old Salt (80+)	004-LESC/FL Lake Eustis SC, FL	45	46	52	57	55	254.0	54
Boho	Steven	2614	Master (50-59)	004-LESC/FL Lake Eustis SC, FL	60	DNF	49	42	43	258.0	55
Patterson	Jonathan	2092	Open (under 50)	003-LLSC/GA Lake Lanier SC, GA	63	55	55	44	44	261.0	56
Smalley	Dennis	2064	Mega Master (70-79)	015-LBYC/WI Lake Beulah YC, WI	43	57	DNS	49	50	262.0	57
Briggs	Keven	2393	Master (50-59)	004-LESC/FL Lake Eustis SC, FL	24	49	DNF	DNF	DNF	265.0	58
Howells	June	2307	Woman	004-LESC/FL Lake Eustis SC, FL	48	60	DNF	52	51	274.0	59
Pias	Dirk	2518	Master (50-59)	099-PYC/CT Pettipaug YC, CT	59	59	54	58	46	275.0	60
Caffee	Hollis	2677	Mega Master (70-79)	004-LESC/FL Lake Eustis SC, FL	21	DNS	DNS	DNS	DNS	277.0	61
Kern	Jack	2248	Old Salt (80+)	005-RCYC/TX Rush Creek YC, TX	62	DNS	DNS	34	DNS	288.0	62
Laffitte, Jr.	Charles	2482	Mega Master (70-79)	068-BYSC/SC Beaufort Y & SC, SC	49	58	DNS	DNS	DNS	299.0	63



Regatta Results

Rebel Rouser

Fleet 03 - Lake Lanier SC, GA, April 2017

By Ron Baerwitz

The 2017 Rebel Rouser hosted by the great folks at Lake Lanier Sailing Club saw lighter than normal yet competitive participation. Light and shifty winds persisted throughout the regatta which made keeping your eye outside the boat paramount.

Race 1. Started in 3kts of wind which quickly disappeared into near zero. This short 2 leg race was won by those who hit the shore side early. Kurt Stadele, our regatta chair person, was well ahead at mark one and fended off fierce attacks by JP Bordes, fresh off his victory at the Bunny Hop, and the always smart and speedy Jeremy Pape. Dave Helmick rounded out the top 4.

Race 2. The wind filled in to 7-9. Playing the shifts was important. Jeremy rounded the weather mark in first followed closely by Ron Baerwitz (aka, me). Ron managed to get inside Jeremy on the run but then played nice (i.e., was aiming at wrong mark [once again]) while Jeremy rolled over him to round the downwind mark first never to look back. Ron fended off attacks by this ruthless fleet to finish second followed by everyone's new favorite MC'er, Ivan Lopatin 3rd, and JP Bordes 4th.

Race 3. Chaos reigned at the highly favored leeward start mark with Lee Estes, Ron Baerwitz, and Dave Helmick all

trying to occupy the same 16' feet of water. Ron got off the start line and went on to win the race by a nice little margin. However, as Ron was feeling good about himself, he learned that he hit the leeward start mark at which point he promptly retired from the race (intense sobbing happening). Kurt ended up winning with Ivan 2nd, Lee Estes 3rd, and Jeremy 4th.

Race 4. The final race of day 1 continued the trend of left side favored in 7-9 kts. JP Bordes was fast up leg one to lead at the top mark. A downwind battled pursued that led to Ron rounding the 2nd mark leading the fleet never to relinquish the lead again (finally!). JP finished strong in 2nd with Consistent Kurt (seeing the trend?) 3rd, and Dave 4th.

At the end of Day 1 Consistent Kurt was leading the regatta. A nice and tasty BBQ dinner was served along with free flowing beer and some intoxicating Scotch offered up by Kurt in an attempt to cause his competitors harm on day 2 (just this author's opinion of course). By the way, that plan backfired. Kurt was hurt(ing) in the morning let me tell ya!

Race 5. Conditions were similar to Saturday. Off the start line Ron went left and Jeremy and Kurt went right. The left looked WAY good for a while but the right filled in. At the top mark is was



a close rounding with Ron, Jeremy and Kurt hotly contesting for the lead. Ron held them off to round the leeward mark ahead. Not much lead changing in the next two legs (that I can recall anyway). Jeremy held off Kurt to finish 2nd, Kurt followed and Lee Estes 4th.

Race 6. Once again off the line Ron went left while most the fleet went right. The left side worked with Ron leading at mark 1 followed closely by Jeremy, Kurt and JP. Nothing changed on the run. A lot of playing shifts took place up the 2nd beat and Ron managed to pull into a slightly more comfortable lead which he held to the finish. Jeremy fought off the battle from Kurt but lost to JP Bordes who finished 2nd, just ahead of Jeremy 3rd, and Kurt 4th.

Kurt earned himself a well-deserved victory with his consistent sailing and excess drinking. Congrats Amigo! The hospitality, club support, and race management were top notch as always at LLSC. This is a great venue with great sailors. Put it on your calendar for 2018!

			R1	R2	R3	R4	R5	R6	Totals
Kurt Stadele	Master	2067	1	5	1	3	3	4	17
Jeremy Pape	Master	2568	3	1	4	8	2	3	21
JP Bordes	U50	1699	2	4	6	2	5	2	21
Ron Baerwitz	Master	2220	10	2	RAF	1	1	1	28
Fred Herr	Grand Master	1860	5	6	5	5	6	5	32
Ivan Lopatin	U50	1790	8	3	2	6	8	9	36
Dave Helmick	Grand Master	2543	4	11	8	4	7	6	40
Lee Estes	Grand Master	1864	7	9	3	10	4	8	41
Steve North	Master	1922	9	7	7	7	10	7	47
William North	Master	2353	6	8	9	11	9	10	53
Jim Ward	Grand Master	1893	11	10	10	9	11	11	62
Jonathan Patterson	U50	2092	12	12	11	12	DNS	DNS	73

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Regatta Results

Cow Town Classic

Fleet 54 - Hoover SC, OH, May 2017

By Ted Keller

The first weekend in May can mean only one thing. Well, some horses run around a track for about two minutes. But to MC sailors it means it's time for the Cow Town Classic. The 2017 edition of the Cow Town Classic, took place at Hoover Sailing Club in Westerville, OH on May 6th and 7th. Hoover is a reservoir on the northeast corner of Columbus, OH. The sailing club is active with multiple one design fleets, and MC Fleet 54.

The weather forecasters again predicted dingy conditions for the weekend with rain, cold temps, and high winds. There were definitely some turned away as it looked mid-week like it would be hard to get any racing in at all. But late in the game, the forecast changed to dry and breezy but sailable conditions both days. Those who were not to be dissuaded made it to Hoover from Indianapolis and even Wisconsin, and a fleet of 18 sailors vied for the Cow Town title.

Saturday saw mostly sunny skies with NW winds from 10-20. We hear that range a lot, but the fleet saw every bit of that range as the lulls were down to 10 or even a bit less and the puffs were in the high teens and touching 20. This meant that it was a shifting gears day, depowering the boat and hiking through the puffs and then powering the boat back up for the lulls. The NW wind was quite shifty as well as the N and W winds fought to edge each other out. Pressure would shift from left to right and back again, pulsing in increments. With the puffs packing some punch, there were definitely some abrupt auto tacks as well. With the shifts coming quickly, it was important to work the middle with a 'climb the ladder' mentality. Getting too far to one side often meant missing a shift, ending up trying to get back to the middle out of phase. Staying conservative and patient was the key, finding the pressure on one side and maximizing it, while almost immediately

looking to the other side of the course for signs that the switch was coming.

The Race Committee, led by PRO Steve Lavender, did a great job managing the shifty conditions and setting square courses and starting lines. 4 races were sailed on Day 1, each one with 7 legs. This made for lots of mark roundings, plenty of tight quarters racing and opportunities to pass a bunch of boats all at once. Or lose a bunch.

The highlight of this regatta is the prime rib dinner Saturday night. The Hoover fleet delivered again and the sailors enjoyed great food, drink and camaraderie, sharing stories of the day.

Race winners day 1:

Matt/Stu Fisher Hoover

Ted/Ben Keller Torch / Hoover

Ted/Ben Keller Torch / Hoover

Dan Fink Little Muskego, WI

Sunday arrived with plenty of sunshine, a little more moderate breeze and cold temps in the 40's. NW winds from 10-16 rotated West and dropped to 8-10 through the day. The fleet bundled up and headed out for the final two heats. The shifts were longer in duration that the day before, which made it possible to work a side of the course more successfully and use the lengthier improved angle to get up the racecourse. Richard Blake with daughter Sarah was fast out of the gate and in the front group along with Hoover's Steve Callison, Mark White, and Clark Wade. Andy McDonald from Indianapolis broke through the pack and



took the race win. Matt Fisher came out on top of an America's Cup style tactical battle (pre-foil) to win the last race of the regatta. Mega Master Mike Keenan was in the middle of the action all weekend long and sailed his best race of the regatta finishing a strong 5th place.

Thanks to Steve Lavender and his Race Committee team, to fleet captain Jim Bingham, and all the Hoover volunteers for making this great event happen.

Final results after 6 races:

- | | |
|--------------------------|--------------------|
| 1) Ted / Ben Keller | Torch/Hoover |
| 2) Matt / Stu Fisher | Hoover |
| 3) Andy McDonald | Indianapolis |
| 4) Richard / Sarah Blake | Hoover |
| 5) Dan Fink | Little Muskego, WI |
| 6) Clark Wade | Hoover |

Top Grand Master: Steve Callison

Top Mega Master: Mike Keenan

With an active and energized local fleet and a great group of visiting sailors making the trip, Hoover Sailing Club really puts on a not-to-be-missed regatta. Mark your calendars for the first weekend of May 2018 for the Cowtown Classic. Those finishing in the top 5, or top of their age division, have earned a half or full point for their 2017 Blue Chip qualification.

continued on page 17

Sail	Skppper	Fleet	Total	R1	R2	R3	R4	R5	R6
1	2598 Keller,Ted	54 Hoover SC	11	3	1	1	2	2	2
2	2437 Fisher,Matt	54 Hoover SC	20	1	2	7	6	3	1
3	2001 McDonald,Andy	103 Indianapolis SC	23	6	3	2	5	1	6
4	2161 Blake,Richard	54 Hoover SC	27	2	6	4	3	8	4
5	2444 Fink,Dan	58 Little Muskego YC	33	7	8	3	1	4	10
6	1796 Wade,Clark	54 Hoover SC	37	5	5	5	4	9	9
7	1365 Callison,Steve	54 Hoover SC	40	9	4	12	7	5	3
8	2010 Keenan,Mike	54 Hoover SC	43	8	7	6	10	7	5
9	2218 Bingham,Jim	54 Hoover SC	50	4	12	8	9	10	7
10	1934 Wilson,Don	103 Indianapolis SC	58	10	9	9	8	11	11
11	1695 Rendina,Steve	54 Hoover SC	67	11	11	10	11	12	12
12	1080 Vasulka,Charlie	54 Hoover SC	71	12	10	11	12	13	13
13	1292 White,Mark	54 Hoover SC	90	DNS 19	DNS 19	DNS 19	DNS 19	6	8
14	1443 Hardenbergh,Mark	45 Cowan Lake SA	114	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19
14	1592 Wolf,Mark	54 Hoover SC	114	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19
14	1305 McIntyre,Stokes	54 Hoover SC	114	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19
14	1898 Sanderson,Jack	19 Eagle Lake SC	114	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19
14	1238 Sun,Steve	54 Hoover SC	114	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19	DNS 19

Spring Dinghyfest

Fleet 05 - Rush Creek YC, TX, May 2017

Sail	Skipper	Total	R1	R2	R3	R4
1	2268 Jeff Grinnan	5	1	3	1	[8]
2	2549 David Hoyer	5	2	1	2	[6]
3	2153 Rob Johnston	8	3	2	[5]	3
4	2122 Greg Gust	9	4	4	[7]	1
5	2481 Kelson Elam	10	[9]	5	3	2
6	2248 Paul Miller	17	[8]	8	4	5
7	2549 Virginia Hannan	18	5	6	[16]	7
8	2348 Jack Kern	26	[16]	10	12	4
9	1685 David Hamilton	26	11	[12]	6	9
10	2592 Brian Morgan	26	[13]	7	9	10
11	2124 Pete O'connell	31	6	[16]	11	14
12	2048 Kevin Ganci	35	[23dnf]	9	13	13
13	4 Andrew Vandling	35	[18]	13	10	12
14	2104 Aren Winguth	37	15	14	8	[23dns]
15	2278 Per Huffeldt	43	17	11	15	[18]
16	2072 Jimmy Peters	43	14	[15]	14	15
17	2479 Jeff Greenwood	44	10	18	[19]	16
18	2220 Skutch Mason	46	12	[17]	17	17
19	2514 Tom Jacobs	53	7	[23dns]	23dns	23dns
20	2433 Austin Benson	56	[23dnf]	19	18	19
21	2008 Jeff Camiel	57	[23dnf]	23dns	23dns	11
22	1973 Bill Draheim	69	[23dnf]	23dns	23dns	23dns

Regatta Results

99 Bottles of Beer Regatta

Fleet 99 - Pettipaug YC, CT

The unique nature of the first day of Connecticut's MC Fleet's early Spring regatta is that it embraces a race which pre-dates its charter and which thrives in its 7th year partly as a result of the tremendous growth of the 99th MC fleet in the nation at PYC in Essex, CT. Simply put, there is a race on Saturday in early May called The Connecticut River Dinghy Distance Race which begins at noon up near the Victorian Goodspeed Opera House overlooking the East Haddam swing bridge, reputedly the longest of its kind in the world. Scores of Dinghies of every kind, from MC scows to International Canoes to Sunfish to Hobie 18's and more head down river at one of three starting guns to a turning mark at Calves Island (just north of the Baldwin Bridge (I-95) in Old Saybrook, CT) and head back up river to the finish line and big party at Pettipaug Yacht Club in Essex, CT.

Well, that's what's supposed to happen. This year the blustery forecasted winds came in doubly strong just as the boats were gathered and setting for the starts. Many boats were suddenly capsized, seven masts snapped and general pandemonium ensued. The race was cancelled but the MC fleet, being some of the more experienced dinghy racers, proceeded down river under sail to their home club. Thankfully the party was not cancelled, thus a good time was had by all.

Sunday is part two of the 99 Bottles of Beer Regatta where just the MC fleet goes for short course races back-to-back scheduled either side of high tide. While the river is fresh water, PYC is close enough to Long Island Sound that there is a significant tidal effect – enough to actually reverse the current at

times. All of that made a challenging and tactical race course for the 12 boats competing. Saratoga Sailing Club guest Devon Howe, managed the course beautifully, winning the very windy day with 1, 2 and 3 finishes, one point ahead of local Toby Doyle. The wind kept building, creating unacceptably choppy conditions against the outgoing current and tide such that only 3 of the 5 scheduled races could be completed. The



gang retreated to the Fleet's boat yard "Tiki Bar" for great food and drink and toasted the awarding of the highly sought after Blue Beer Bottle Trophy.



						Total
Place	Sail #	Skipper	Race 1	Race 2	Race 3	Points
1	2219	Devon Howe	1	4	1	6
2	1995	Toby Doyle	3	1	3	7
3	2175	Bob Wynkoop	4	2	2	8
4	1764	Christopher More	2	5	4	11
5	1948	Keith Kramer	5	5	5	15
6	1948	Vic Hoehnebart	9	7	5	21
7	1715	Billy Robinson	DNF	6	6	24
8	2544	Jordan Murphy	6	DNF	DNS	30
9	2597	John Tooker	7	DNF	DNS	31
10	1739	John Kihm	8	DNF	DNS	32
11	2223	Burke Wasserman	DNF	DNS	DNS	36



99 Bottles of Beer Regatta photo by Dan Rennie

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Mari Johnson, Regatta Girl Photography

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Cow Town Regatta, photo by Lisa Kreitcher





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