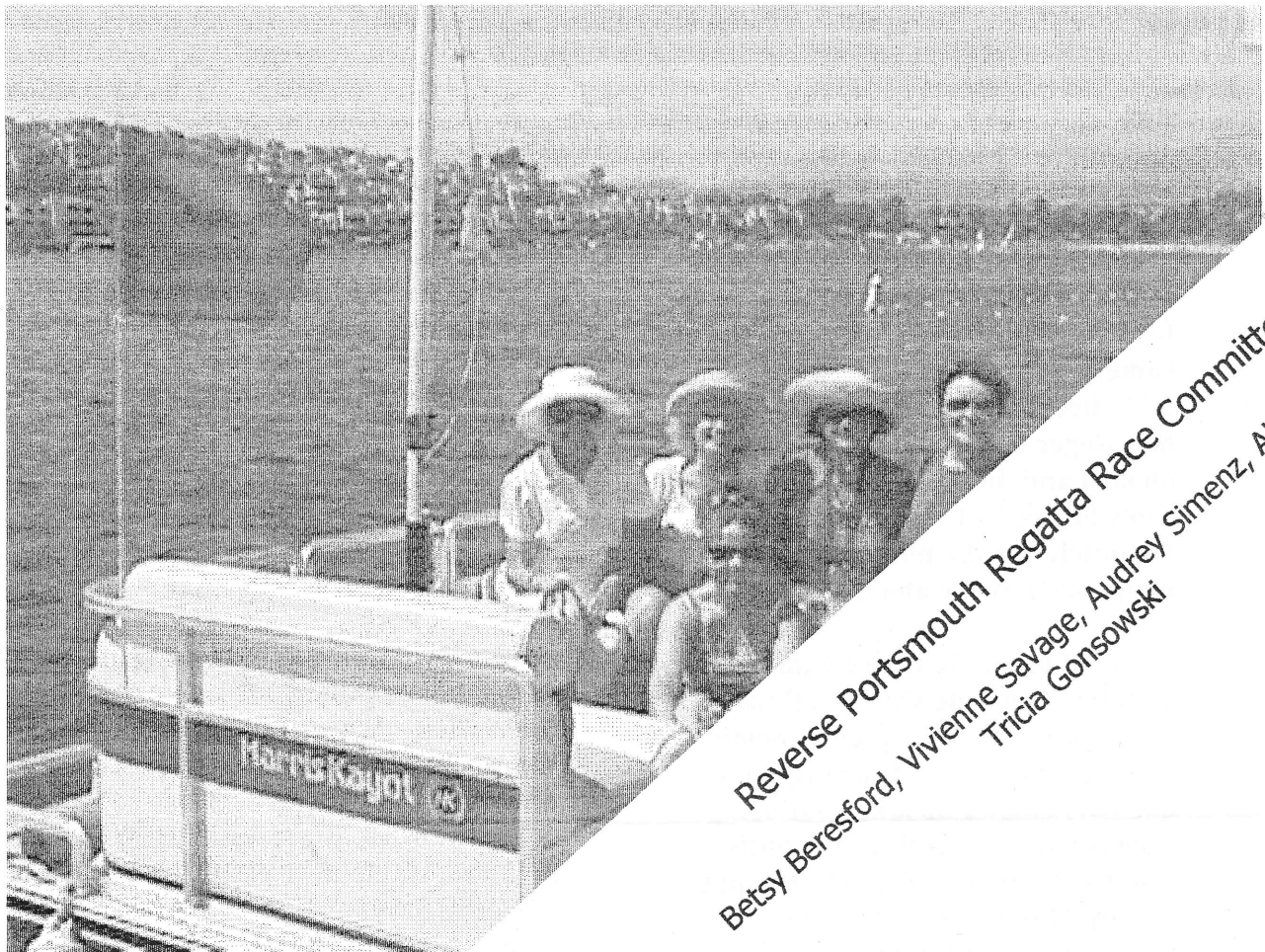


Lake Mission Viejo Yacht Club

22555 Olympiad Road, Mission Viejo, Ca. 92692

NEWSLETTER

JULY 2000



Reverse Portsmouth Regatta Race Committee
Betsy Beresford, Vivienne Savage, Audrey Simenz, Alice Olson
Tricia Gonsowski

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From the Editor 7/5/00

The late Jim Murray, the Pulitzer Prize winning sports writer for the L.A. Times, used to say his readers didn't go to his articles to find out who won but why they won and for other commentary on the game.

Well, the Reverse Portsmouth 2000 is history and to learn the results you'll need to check elsewhere in this newsletter, because I'm only going to give you commentary here.

The handicap format of this once a year race makes it possible to get exceptional action photos. I came prepared with a fresh role of film, a second role of 24 exposures, but at the first opportunity the fully automatic camera wasn't...

no battery power. Not to worry, we had Roger Robison's digital camera aboard and did manage to get 5 or 6 shots before its battery gave up. Definitely not the photo op we planned on, sorry about that.

Those of us on the race committee boat had ring side seats to all the action and there was plenty. Some of you may have missed the drama of one particular 14.2 lake boat doing occasional death rolls in the puffs. Finally down near B mark they put the top of the mast in the water and one of the two adult crew fell overboard. Luckily after a short swim he got back into the boat and they continued to race with much laughter and cheering.

Then there was our junior Commodore Brian Wegner finally getting a chance to race another Sabot

sailed by Ross Bennett. However shortly after rounding the very first of 29 total marks racing neck and neck Brian lost his outhaul rigging. He lost so much time making the repair he was no longer in contention.

One of the disparities of this format is that the slower boats start about an hour earlier than the fastest boats. That makes it a long spell in a small boat and all the early starters showed good stamina just hanging in there.

The uneven spacing of starting times, i.e. sometimes one minute apart and other times up to seven minutes apart seems to contribute to poor starts. I think only about 2 or 3 boats of the twenty three starters were on the line at their start, with some more than a minute late. This might be a good area to work on, the club could schedule a day of just practice starts, or short sprint type races. If you are interested send Steve Gonsowski an e-mail and he can take it from there.

Postscript. Twenty three boats chasing each other around the lake made an interesting spectacle for those on shore. We heard more comments than I have ever been aware of, this apparent extra interest was confirmed at 8:00A.M. the next day when Vivienne Savage received a phone call from a person who wanted to know the date of the next regatta. Vivienne asked if she was planning to race and the woman replied, "no we just want to be sure to be there to watch."

Reverse Portsmouth Race Results

Top Ten Overall

- 1st Randy Tiffany, Capri 14.2K
- 2nd Arnold Christensen, Thistle
- 3rd Horst Weiler, Graham Newman C-15
- 4th Willi Hugelshofer, Finn
- 5th Kevin Henricks, Capri 14.2K
- 6th John Olson, Will Chong Lido 14
- 7th Ron and Holly Meyer, Thistle
- 8th Doug Sheppard, Lido 14
- 9th Allyn and Sue Edwards, Capri 14.2
- 10th John Drake, Lido 14

Finishes by Class

- "A" 1st Arnold Christensen
- 2nd Horst Weiler, Graham Newman
- 3rd Willi Hugelshofer
- "B" 1st John Olson and Will Chong
- 2nd Doug Sheppard
- 3rd Allyn and Sue Edwards
- "C" 1st Randy Tiffany
- 2nd Kevin Henricks
- 3rd Ced Fields
- Juniors 1st Brad Weinholz
- 2nd Ross Bennett

Lakeside Barbecue

Tara and Roger Robison organized the after race hamburger and hot dog feast and slaved over the hot coals getting it all just right. Thanks from all of us and also thanks to Cheryl Wegner for the fruit salad and to Jane Newman for the dessert.

C-15 FLEET NEWS - Rod Simenz

LMVYC sent three teams to the North American Championships held at Alamitos Bay on June 30, July 1 and 2. Seven races were sailed Friday inside the bay for qualification. Racing then moved

outside with four races on Saturday and three on Sunday.

Turnout was good with out of state boats from Texas, Colorado, Oregon and Arizona. Northern and Southern California were also well represented. Horst Weiler and Graham Newman had a strong showing, placing sixth overall in the qualifying races. Matt Beattie and Skyler Leir also did well with a seventh place qualifying position.

Winds were shifty and gusting 18 to 20 knots. Capsizes were common, Horst and Graham did a semi pitch pole with Graham on the wire and one of the Arizona boats capsized three times during the day.

Steve Gonsowski and I went for a swim too. We lost it in a jibe at the leeward mark in the fifth race. Unfortunately the boat turtled, then the tide and winds drove the boat into the docks. We were having no success righting the boat but then Mark Elliot (the C-15 legend and Tuning Handbook author) came over to help out. We still couldn't right it, so Mark dove down 23 feet to check out the mast and found it securely buried in the mud. He took charge to be sure we didn't break the mast. He tied a line to the leeward shroud threw it over the hull and then to a power boat standing by. Then he directed them to slowly tow the boat into the wind as he rocked the boat. After a bit, it began to move, the mast freed and the boat popped up. The

mast was OK but the rudder was bent at an odd angle.

Steve and I swam to the boat and joined Mark who checked things out to be sure we could get back to ABYC. Then Mark swam back to his boat to race the last two races of the day. He was crewing for Benny Schwegler and they ended up winning the North American C-15 Championship for 2000. What a guy!

I worked on the rudder that night and was able to bend the pintles back into position without breaking them and we sailed the next two days.

Friday turned out to be Horst and Grahams best day and they also finished strong with a third place in the last race on Sunday. They were right up there with the boats that placed 1st and 2nd in the championship series and way ahead of the rest of the fleet. Matt and Skyler had to retire after the second race on Sat. when Skyler injured his foot.

Steve and I sailed in the B fleet. We started slow with poor finishes in the first two races, so we decided to cover the leading boat, Sheila Reed from Arizona, in the third race. That worked quite well and we took a first. We did the same thing in the fourth race but got a second as the boat from Oregon sailed by father and son Dick and Sam Barbara slipped by us for a first.

Sheila had trouble as the wind picked up. She was hiking hard sailing the port tack lay line when

she fell out of the boat, capsized and took a DNF.

We won the first race on Sunday, but committed the cardinal sin of not covering the competition and took two thirds to finish the day. That gave us 2nd place in the championships. The Barbaras won. It was hard, fun racing with a great group of sailors. If you want some excitement and a workout I recommend sailing a C-15 in a breeze on the ocean.

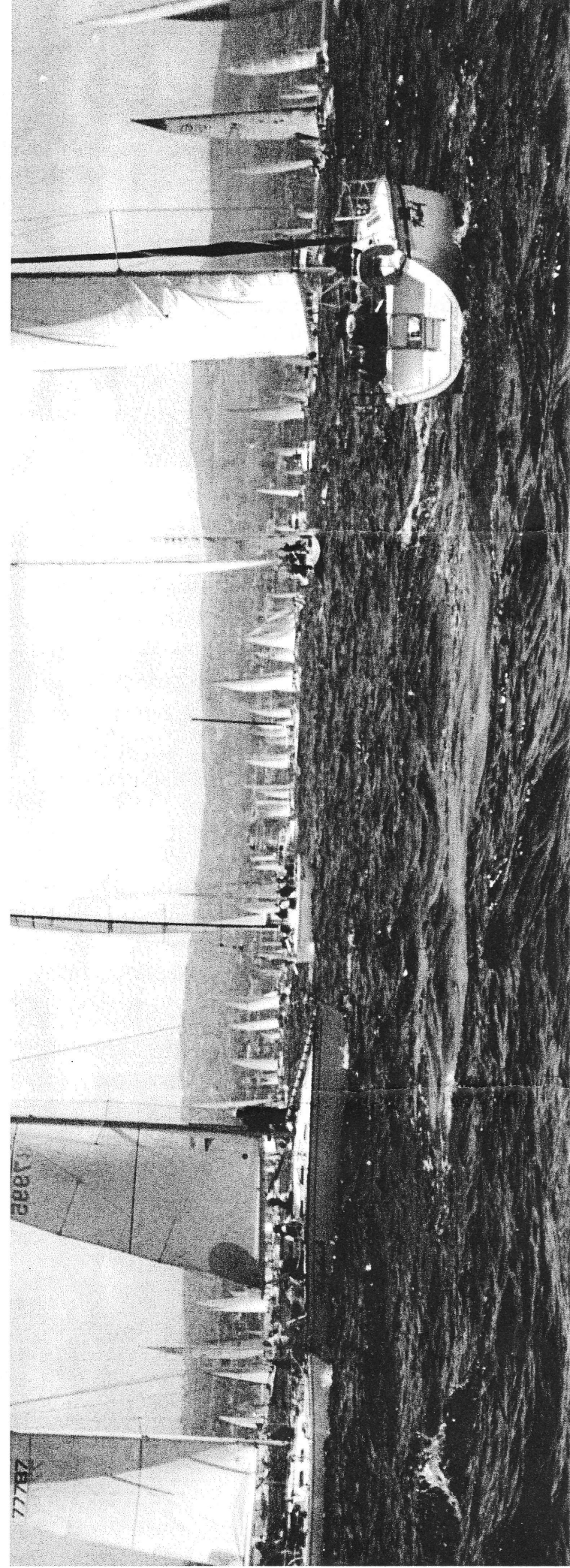
THISTLE FLEET NEWS

Congratulations to Don Schaffner and crew for taking first place in the Thistle Class two weeks in a row at the Thursday night races at Dana Point Yacht Club. We're expecting an encore you know.

COMMODORE'S LINES

The editor has finally given me room at the mark!

When Wednesdays start feeling like the weekend, you know it has to be because of Wednesday night sailing. This year the turn out has been great with a dozen or so skippers exhaling and feeling the work day tension fading away as they sail out to the starting line. And thanks to Doug Sheppard, Randy Tiffany, Willi Hugelshofer and Arnold Christensen among others, we now have a temporary starting buoy that can be dropped on Wednesday evenings and carted home after the races by Doug. There was great interaction via e-mail among the racers as to how to improve the original somewhat chaotic conditions that had prevailed with the previous rabbit starts, but still be able to use the shorter courses of the Sunset racing chart. Doug even toots a whistle now to start the races. Good going guys! It was good to see some our juniors out there too, racing along with the fleet and more than holding their own. If you haven't been coming out on Wednesdays give it a try, you'll be hooked, and the warm summer evenings on the Lake are too special to miss. We'll be looking for you around five o'clock!



Year 2000 Newport to Ensenada Race Start as Seen During
LMVYC Outing Aboard John Olson's Catalina 36

