



Lake Mission Viejo Yacht Club

22555 Olympiad Road, Mission Viejo, Ca. 92692

NEWSLETTER

OCTOBER 2000



Start of Race #4 All Clear!

TOP SKIPPERS REGATTA

10/15/00

Preparation for this regatta always begins with two key steps. First is the selection of the sailors who will compete. This task was handled by Roger Robison who compiles the racing records of all the skippers in all of the Club regattas for the year. The next step is to get the Capri 14.2 keel boats in top shape and as equal as possible. This was accomplished by the LMVA rental dock

staff in cooperation with several of our club members, especially Frank Fournier.

The boats were power washed, the bilges pumped dry, mast rake measured and shrouds adjusted, battens replaced, jib and shroud tell tails installed, sail tears patched, roller reefing adjusted, jib halyards tightened and one tiller was shimmed.

Letters of invitation from Commodore Audrey Simenz were sent to the Top Skipper candidates and their acceptance received. (See the photograph of the ten skippers who competed; color courtesy Ted Beresford.) The skippers were ready, the boats were ready and the race committee was ready. Don Schaffner was PRO assisted by Sue Edwards, Ced Fields, Tricia Gonsowski, Willi Hugelshofer, Audrey Simenz and Brian Wegner. Good job on the sound signals, Brian.

The racing format called for five races, with each skipper changing to a different boat after each race. The five boats to be raced by each skipper were determined by drawing lots for each separate race.

It was anticipated that the windward mark would draw a crowd given that it was a one design race and they were all to p skippers. So a few minutes were spent at the skippers meeting reviewing the dire hazards of approaching a windward mark on port tack within the two boat length circle and thus almost certainly fouling a boat on starboard tack.

Then it was "gentlemen man your boats" and everyone took off for the races. Spectator boats included Eric First and a friend in a Holder 12 and Randy and Norma Tiffany in an electric boat.

The start of the first race was fairly clean. The course was E, D, a nice windward leeward course for the conditions. Frank Fournier and Horst Weiler jumped out to an early lead and as they approached "E" they were uncertain about the direction to round. Feeling a little pressure maybe? They chose starboard. Wrong! Just about then, one boat caused a distraction as it sailed square into the Market on the Lake dock. The skipper it seems was busy adjusting a jib fair lead The

boat came to an instant stop and stayed there. The skipper was seen to crawl up on the fore deck and shove off to clear himself and get back in the race. Then, to add insult to injury, the race committee who had witnessed the encounter pondered whether the push off was a DSQ matter, since it might be considered gaining an advantage which is prohibited under Rule 41 Outside Help.

Meanwhile back up at E mark Frank and Horst were busy trying to recover from their error as many other boats, some on starboard and some on port, were also approaching E. Needless to say a lot of fouling occurred, which was quickly followed by boats doing 360 or 720 degree penalty turns. The scene was variously described as a boating version of synchronized swimming, large swans in a mating ritual or a square dance. I doubt in the history of racing on the lake so many boats were ever involved in penalty turns at the same time. The race was eventually won by Arnold Christensen and the early leaders, Horst and Frank, finished 7th and 8th respectively.

The number of boats doing penalty turns dropped off in the next four races as everyone settled down a bit. Doug Sheppard won the 2nd race and Horst won the 3rd race, both of which were also the E D course.

There was a rest break after the third race. The race committee used the opportunity to move the start line up to F mark. By then the wind had filled in a bit and Don selected a longer course, G F G, with the finish at G mark. The fifth race was sailed to G H F G with the finish once again at G mark.

Frank Fournier scored two bullets by winning the last two races which gave him a total of 8 points after a throw out

of the first race which earned him the TOP SKIPPER trophy. Congratulations to Frank, "well done", and perhaps the win was especially fitting after all the work he put in getting the boats ready for the race.

In summary, the top five finishers were Frank Fournier, 1st place, 8 points; Arnold Christensen, 2nd place, 11 points; Horst Weiler, 3rd place, 14 points; Steve Gonsowski 4th place, 16 points; Roger Robison, 5th place, 18 points.

Many thanks to Don Schaffner and the rest of the race committee for their efforts. The courses were championship caliber, and worked well from a distance, elapsed time, and good weather leg basis.

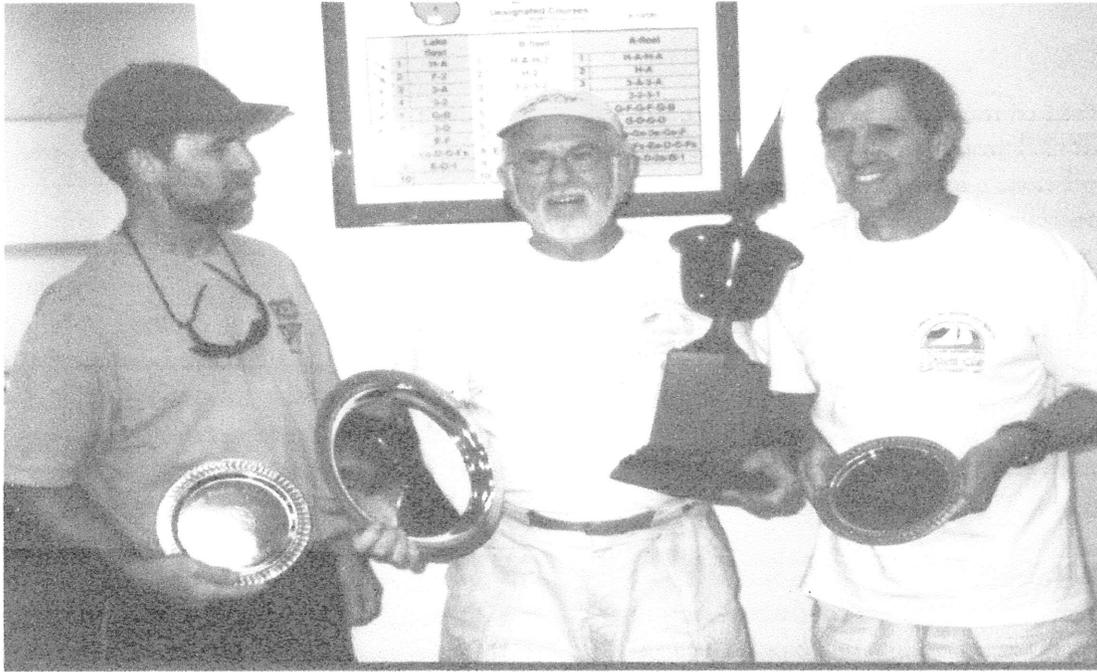
Speaking for all the competitors it was a blast. Absolutely great competition, four different winners in five races, great camaraderie, great race committee, sunny day and good breezes. Can we do this again soon? If I felt this good finishing where I did imagine how the top five finishers must feel. For the rest of us - we can take consolation in what UCLA coach John Wooden said on his 90th birthday, the day before our regatta. He told a girls basketball team that he'd met at a stop over they had at LAX - that the journey is more important than the end result, that they are winning just by trying.

Now how could a day like the one we had for the Top Skipper Regatta be any better? Well, follow the racing with Horst and Caecilia's Oktoberfest celebration complete with two kinds of German sausage, red cabbage, sour kraut, potato salad and polka music. Thanks to Horst and TJ for cooking the bratwurst and to Roger and Tara for organizing it all.

Rod Simenz

Commodore's Lines

If ever we needed evidence of what our members can accomplish, the Pot Luck organized by our Fleet Surgeons Tara and Roger Robison following the Fall Regatta would make a believer out of any cynic. The arrival on the buffet table of dish after dish, until there wasn't an inch of space left, made for a feast of good food that will be hard to equal. Salads warm and cold, casseroles and platters, cakes and cookies, all led to groans of "So much food!" But guess what, we managed to polish off every bite. Not that the efforts of our members are only directed to food, after all we're a sailing club! The same kind of effort and cooperation has gone into improving our racing facilities and the clubroom. It took a bevy of sailors to design our new race charts and starting line. And much ingenuity on Doug's part to come up with a portable mark for Wednesdays. Kudos are in order for all those members who with Frank, helped to get Lake boats ready for the Top Skipper event, including Chuck, Chris and Dave of the Lake Association without whose cooperation we couldn't function. A loud cheer from all of us for Chris, Ed, and their "good guys" who saw to it that the new stove and sink in the clubroom was up and running. This last project is the result of long planning by many members including Roger and Vivienne and was fueled by Horst's expertise. A toast to all our involved members! We are a Yacht Club to be proud of.



Arnold Christensen, Frank Fournier, and Horst Weiler



LMVYC SAILORS INVITED TO TOP SKIPPERS REGATTA
 Arnold Christensen, Frank Fournier, Roger Robison, Steve Gonsowski, Ron Meyer, Allyn Edwards, Rod Simenz, Doug Sheppard, TJ Henricks, Horst Weiler