

Telltale

APRIL '85



1985

Turn Back
CANYON
REGATTA

HOSTED BY

AUSTIN YACHT CLUB & MICHELOB BEER

MAY 25-26, 1985

5906 BEACON DRIVE AUSTIN, TEXAS

512/266-1336

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APRIL 1985

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Vice Commodore-----John Mandell
Secretary-----Rick Smith
Treasurer-----Mike McLemore
Race Commander-----Gail Bernstein
Building and Grounds Commander-----Frank Riha
Fleet Commander-----Trenton Wann
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Centerboard Handicap-----Teri Nelms
Coronado 15-----Roy Smith
Ensign-----Cynthia Creamer
420's-----Keith Andrews
J-22-----Doug Woodward
J-24-----Jim Swanzy
J-29-----Russell Painton
Keel Handicap-----Shirley Slaughter
Laser-----Greg Porter
Merit 25-----Steve Bangs
South Coast 21-----Danny Lien
Thistle-----Ed Halter

Telltale Editor-----Kristi Blankenship

Telltale Cover by Walter Allan who, along with Charlene
and Greg and Terry Schertz, is Turnback
Canyon Regatta Chairperson.



FROM THE COMMODORE

Steve Vaughan

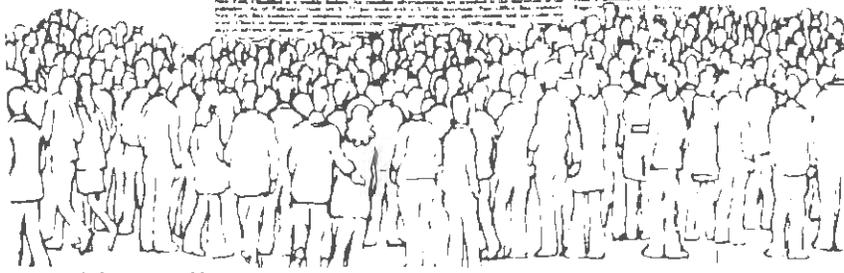
So far it's been a great year at the Austin Yacht Club. We've had good wind and lots of water. The Spring Series was well attended and along with some of the old winners were some new faces--be sure to check the race results, you may have won. Try to stay for the trophy presentation next time to avoid the traffic jam on 620. The hamburger buffet after the series was super, thank you Loretta Bartlett.

The first social event of the year was an outstanding success. Over a hundred people attended, even some racers--thanks to Jim and Caryl Smith for some new ideas on socializing. Thanks to Fred Schroth for chairing the Easter Laser Regatta which enjoyed a tremendous participation of some 40 boats. We have been looking for a way to rejuvenate the participation in small boats and Fred clearly has the key--thanks Fred and Sally.

Capital improvements at the club have been moving along at a rapid pace. You may have noticed that new cable was laid to the point to allow operation of our new weather station and also to provide lighting at the ramp. If you haven't tried the weather station, give it a call at 266-9423 to get the latest on wind and temperature conditions on the lake. We've also added a concrete extension at the top of the north ramp to make launching boats as pleasant an experience as possible. In addition, we've got stairway construction on each of the docks progressing nicely which should reduce our mountain climbing status as we trek towards the water this summer. And the renovation of our cabins (Cabin 7, spearheaded by Ralph Jones) has begun. We're hopeful of having the cabin back in operation by Governor's Cup time and in a condition that will be both lower maintenance (working indoor plumbing) and a pleasant weekend decor. Also, thanks to the coordination efforts of Jim Turpin, Dock 2 has been resurfaced. Many thanks also to the volunteers who cut, carried, and pounded with him. For those of you who are on Dock 2 but were unable to assist on this resurfacing, take heart, you will have another opportunity since we will be resurfacing Dock 3 in the near future--contact Trenton Wann to sign up now.

Special thanks to Wes and Marge Odell for their excellent organization and execution of the Spring Regatta; and to Steve Bangs for providing the race management. Looking forward to seeing you all at Turnback Canyon. It appears finally we may be able to race with a full lake!

FROM THE FLEETS



Centerboard Handicap

By Teri Nelms

I would like to write something interesting about the centerboard handicap fleet, but, frankly, I haven't seen any lately. It seems that there are a lot of SCARED-OF-THE-COLD-WATER sailors in this fleet. As far as my absence is concerned, I have an excuse. My boat has been dismantled in the garage, getting a face-lift, and I have either raced or laid out on big boats (gag) each of the Sunday series. I did put the boat in the water for the last race of the series, spent 30 minutes getting to the starting line, drifted through during the 8th start and got yelled at by a bunch of J-29 sailors claiming to be "in charge". To get even for the verbal abuse, we skipped all three marks and finished the first race ahead of all the boats in our fleet, the Thistle fleet and the C-15 fleet. I can say the J-29 fleet cannot take a joke and refuses to believe anything I say. I would certainly think that crossing the start/finish line two times in one race should count for something, but no-o-o-o... Regarding the J-29's, centerboard fleet members should read the addition I have made to their fleet report for this month...it's very enlightening.

It was certainly nice to have the assistance of the Thistle fleet for our turn at race committee this series. Harpoon sailors also showed up to help out and our only consistent racers, Bob Thompson and Fred Schroth, were also on hand. We left Fred ashore in case we needed anything from the clubhouse, or town, or Houston...

Bob Thompson managed to sail off with the series trophy, probably be-

cause he showed up and the rest of us didn't, but it's not going to be that easy any more, Bob. Boyd is threatening to REALLY SHOW UP with the Flying Dutchman, I will be out one way or another, one side up or another, and Taco Breath promises to sail his Fireball at least every other time. What a field of competition! Wow! I can just hardly wait...

All centerboarders should plan on attending the spring regatta since I hear that someone changed it to be around-the-buoys so it WON'T BE TOO FAR FOR THE LITTLE BOATS TO GO! Gee, I only get to see Lakeway once a year - so much for my vacation...

Coronado 15

by Kathy Maguire

As the racing season comes to a full swing, enthusiasm is growing in the C-15 fleet. Everyone is thoroughly enjoying the full lake and beautiful weather. All we need now is some warm water!

There just might be an ulterior motive for all this enthusiasm on the starting line. Practice! At least eight teams from our fleet will be traveling to Fort Walton Beach, Florida for our North American Championship in June.

Our own annual CHEAP THRILLS regatta is coming up next month. We're planning as usual to have 9-12 short collegiate style races throughout the weekend. That should be some good practice.

The spring series was not exactly as wet and wild as I remember previous

year's first series to be. But it had its moments. Sharing the starting line with Thistles and other center-board boats was a new experience for us. We really got some good starting practice.

And the winners are:

1st	Maguire
2nd	Snead
3rd	Musselman
4th	Mandell



Ensign

by Dan O'Donnell

This year looks like a good year for the Ensigns. We'll host the 1985 Region 4 Regatta in late June, and fleet activity so far is looking good.

The Regional Regatta is scheduled for June 27-20, the weekend before the Governor's Cup, and will be a five race four day affair. We expect boats from Houston, New Orleans, and Colorado. With organized but informal activities on two nights and the Region 4 meeting and banquet on the third night, there will be plenty to do.

AYC Ensigns are looking forward to a good year. Participation in the Spring Series was good and we welcomed Bill Holman and Tom George back to the starting line after too-long absences. Tom Kozlowski bought new sails over the winter and smoked the fleet this Spring. Cynthia Creamer hauled Foxfire in February, and she's now getting a new bottom (Foxfire, that is). Rumor has it that Arak Bozyan has replaced the pink flamingos in his yard with an Ensign. We have been unable to confirm that and hope to see Arak back on the water soon. John Weiler has his boat up for sale, but says he is not in a hurry to sell it. We all hope he takes plenty of time, because we'll miss John and Thelma if they do sell.

With all the old hands returning and newly redone boats launched soon, the next series should see even more Ensigns on the starting line.

Keel Handicap C FLEET

by Dave Henderson

AYC series racing got off to a rousing start for 1985, despite cancellation of the first race of the season. The remainder provided everyone with some very nice weather and very competitive racing. I wouldn't mind it if this weather continued all year. Anyway, the Keel Handicap C Fleet averaged 14 (!) boats on the line for each race....a very nice turnout. After all "sailed" and done the top finishers were:

1st	Arnold/Holder 20
2nd	Erwin/Pearson 26
3rd	Wahlberg/Kiwi 24
4th	Calogero/SJ 7.7
5th	Records/Pearson 26
6th	McDonald/Cal 29

As you can see a wide variety of boats proved competitive and we hope this continues throughout the year. Our thanks to the various race committees for decent courses under some flukey wind directions.. Well done! If you have a boat which falls within the rating range of C Fleet, join us on the race course. You'll be glad you did. 'Til next time.....

J-24

by Bob Kieras

The Spring Series began with an exciting CANCELLED race due to high winds. But the following weeks brought moderate or less winds and cut-throat competition. Race 2 had easy going 10 mph winds that brought out the best in all sailors. Superman first, Running on Empty second, and a much improved Jack Pot third. It's good to see Ron Hardin giving Superman a race. Race 3 again featured moderate winds placing

Superman in first. Race 4 featured a minor collision between Always Something and J Marie, but otherwise an easy going race. Superman as usual first, Running on Empty second, and Jet Stream third. After this race, however, Jack Pot and Always Something were tied for third place in the series, followed very closely by Jet Stream. Now came the showdown for the fifth and final race. Superman was living right. After being put back to fourth or fifth around the weather mark, they found wind no one else had and passed all but one boat by the time they got to the reaching mark. Then they passed the leader and consolidated their first in the series. Meanwhile, No Guts No Glory, Jack Pot, Jet Stream, Running on Empty, and Always Something battled over other places. The lead in this group seemed to change on every mark. The wind shifted from N to E to W and SE. Two boats could be 100 yards apart, heading the same direction, and one with a full spinnaker out front and the other close hauled. Finally, with second and third at stake for the race and the series, four boats converged on the final leeward mark. Jet Stream arrived a few yards before Running on Empty, Always Something, and Jack Pot. Jet Stream rounded and 'dashed' to nail second for the series. Running on Empty and Always Something nearly collided while shouts of PROTEST! filled the air. Jack Pot stalled in the confusion of traffic and couldn't round. After all the dust settled, no protests were filed. Running on Empty finished third, Always Something finished fourth, and Jack Pot fifth. This concluded a very exciting and challenging series. Our fleet had 10 starters but there are still many boats left on the piers.

Anybody in AYC who would like to try a J-24 can call Bob Kieras (444-9251) and I'll find you a ride. We always seem to have more boats than bodies to man (woman) them.

Sailboard

by Nelson Estes

Boardsailors (Roadrunners) at the AYC are an endangered species. There was not enough interest in a USYRU junior program at AYC to start one. Maybe some of the intermediate class members will be interested later this summer.

The local area board fleets have various beginner programs starting in mid-April during some weekends at "Windy Point" for older "board sailors to be".

The combined TYA/USYRU Junior and Windsurfer District 4 Sail Off Board Regatta is scheduled for June 21, 22, and 23 at AYC.

Watch the bulletin board, local area fleet news and local newspapers for board sailing activities on local lakes and on the Gulf.

For USYRU board sailing news read the "American Sailor"!



CATALINA 22

by Steve Pervier

Are dry sailed boats really faster? Spring series results look pretty conclusive! Not only were the first two places locked up by dry-sailers before the last race, but only one of these boats used a spinnaker - and then in only half the races! Both 752 and 7619 were generally among the top three boats at the first mark, and usually led the remainder of the races. But, these two skippers were also fleet champions for '84 in the spinnaker and non-spinnaker divisions. The real question is - what makes these skippers fast?

Before drawing other conclusions, we might note that both captains have last names beginning with P, both names are 7 letters long, and both sail numbers start with 7! The only other "7" boat is really 11992, a new fixed keel model using the old sails. In all fairness, that skipper won his class in many past regattas, and tied for the '84 spinnaker championship using his new boat. But this year, he's been getting into "hydroponics", and spent the last race day of the Spring series harvesting the "salad bar" off the bottom of his boat! He'll do better than 5th place next time.



Lots of us are really going slower than we should, and that is one of the reasons the winners look fast. Some very important factors are 1) the condition of the bottom, especially freedom from growth or blisters on the keel, 2) knowledge of the course - especially, what the course is (!), and 3) good sail and boat handling. In addition to the example pointed out above, several other past masters of the C22 have been seen going to the wrong mark or flying too few or too many sails! We've also had too many close encounters with other craft and with marks of the course.

But, back to the main question - are dry sailed boats faster? One idea often heard is that dry sailed boats are lighter (dried out). I don't know of any proof for this, just that the only C22 which has been weighed (mine) is several hundred pounds heavier than the design specs. One advantage, however, which can't be denied is that dry sailed boats will have clean bottoms and blister-free keels almost automatically.

Another factor is that both "lucky 7" boats have been sailed for over a year with the same steady crew. Much has been written about the advantages of a consistent crew who are familiar

with the boat. But Calin is really making old 752 go fast these days, and perhaps there's still more to his success - lots of practice? Hours of late night study? The old Olympic form coming back? For both jib-geoa and spinnaker boats alike, his has become a "boat to beat".

New spinnakers, boats, crew, and seasons are giving us all a learning experience, for the time being. I'm confident that the whole Catalina fleet, with adjustable backstays, Teflon bottoms, Kevlar mains, and all the other new go-fasts will be better than ever as the year progresses - whether sailed wet or dry!

Only a **Laser**
LASER
is "just like
by Fred Schroth a Laser".

The regatta is over until March 29 and 30 of 1986. On April 27 and 28 there is a huge regatta scheduled on Lake Ray Hubbard. There are already 8 preregistrations from Mexico. The regatta is our last chance to qualify for the worlds in Sweden.

On Wednesday, May 1st at 6:00 p.m. we will start the Wednesday night Laser races. Rain or shine, wind or drift. If it's Wednesday night and it's daylight saving time, there are races.

Hopefully we can avoid a lot of phone calls to Kristi and Conde and Fred this year. We will repeat the schedule one more time. If it is Wednesday night and it is daylight saving time, there are Laser races that start at 6:00 p.m.

So get a Laser and come out and play...and bring your husband in his boat...and bring your mom and dad... and the kids...no pets(HR#1).

Keel Handicap

B FLEET

by Rolly Lawson

With the races on March 3rd cancelled due to high winds, and our fleet drawing race committee duty on the 10th, B Fleet was forced into a three race no throw-out series.

With the new fleet split, B Fleet falls into the 133 to 179 handicap range. The J-22's now have their own start. They were missed.

Several folks have recently purchased new boats that either were not delivered by race time or were still in the de-bugging stage, so the race on the 17th found us with only six boats on the line. Though our numbers were few, competition was great!

Four of the six starters led the race at some point and only 15 seconds separated the top three boats.

The Kirby 23 sailed by Ron Hester was the winner by one second over my Olson 25, with Claude Welles in his Cal 9.2 collecting 3rd only 14 seconds later. The beautiful Star, sailed by Bud Boucher came screaming by all of us on the long jib reach from C mark to B mark but suffered greatly without a spinnaker going from B to I. I watched him pick off a few A Fleet boats before the nylon war started.

Sunday the 24th brought light southerly winds, temperatures in the 80's and a new dimension to round-the buoys racing.

The Race Committee set distance courses and intermediate courses using D mark for both. The handicap classes rounded to starboard and the one designs to port. I had not noticed before that one design sailors had such BIG round eyes! We saw many of them very close several times. I heard reports of collisions but witnessed none.

Our fleet was fairly well spread out in this one with my Olson 25 leading Welles' Cal 9.2 followed by the Star and the Kirby. We thought we had this one in the bag until BRUTH (the god of light and flukey winds) paid us a visit. The whole fleet compressed on the last mark turning an 8.7 mile race into a 200 yard drag race to the finish.

The Star out drifted my Olson and Welles followed us across 17 seconds later. Final results showed Welles to be the winner, my Olson second and the Star third. BRUTH finally turned Ron Hester loose at K mark and he managed a fourth place.

Going into the last race, the top three boats were Welles, with 3 3/4 points, myself with 4 points and Hester with 4 3/4 points. With only one point separating these three boats it was a whole new ball game and how we finished in relation to each other is how we would carry home the trophies.

We were joined for this race by two boats who had not raced so far this series. There was some concern that this might muck up our final scoring. Mike McLemore sailed his S2 7.9 and Frank Riha showed up to try out his new Cal 9.2.

Our concern was unfounded as Welles who must have made a sacrifice to Bruth sailed in his own P.P.P. (Personal Private Puff) all day long and was never challenged. Frank Riha sailed his Cal to an easy second with Boucher's Star in third. My Olson came in fourth followed by McLemore, who was corrected over by Hester.

Final results for the series are Welles 1st, Lawson 2nd, Hester 3rd.

CONGRATULATIONS CLAUDE and JO ANN. See you at the Spring Regatta.



South Coast 21

UNDER THE COTTONWOOD

By Danny Lien

First series over! Have you seen the fleet? Good turnout for a not-as-windy-and-more-lake-full March.

Allen Breeze's boat is nothing short of beautiful; an Alberg is supposed to look like that. If you really want to make him nervous, get in a tacking duel... "Watch the paint!"... Actually, Allen is sailing with Bob Vassallo. Think of the possibilities for a two boat syndicate with one boat set up for heavy weather, the other as a ghoster. With the rule that the sail numbers win the trophy, they could be hard to beat.

Jimmy's boat has had a winter of work. His green paint is almost gone; 162 is that much lighter, probably that much faster. Duane's boat, Viator" is gnawing at the bit in dry sail. He's been sailing Gough's grey. Joe Rymal's awaits rigging in the work area; while waiting he has stripped his bunks. I've seen his twin sailing a Merit. Farrell' boat is also beautiful, shiny white top to bottom (with a red cove stripe and boot) and brand new teak. Thought it was a J 22! Sannes' (Green Monster, I'm told) is back nipping at the heels and there is a black boat barely in the shadows.

Bud has a Star in hand and on the course-- racing PHRF. It is the white one with the big main and small cabin. Wish he and Jody Smith "Good Luck." New Orleans is next for "Semi Worlds." Sure hope Bud has time for the Nationals and a few other regattas. He, Jody and Obie Smith did well last year.

For those of you who didn't attend, the Saturday night before the first race of the Spring Series was really a success. Thanks Ray for inviting Cameron Sails reps. And as usual, thanks Duane for the chili preparation and organization.

A short business meeting was held at which it was decided to race intermediate courses at the end of the season and short double races the 2nd, 3rd and 4th. Also established was the new fleet split and rating. We now are comprised of A Fleet, B Fleet and the stripped out light weights. The ratings respectively are 1.0, 1.0 and 1.0. Rumors are heavy though that all pale boats, being white, off white and yellow, realize a color advantage... Float higher due to the higher reflectivity-- and it is showing the the standings. This may need to be accounted for! See you at the next chili supper and we can hash this out. And the unofficial winners are:

B- Fleet/ Don Sannes
A- Fleet/ Ray Shull
Stripped out racers/ ties

Read the next Telltale issue for the details of the Summer Surprise-- Come As You Are Singlehanded South Coast Race, with trophies.

**J[®]
29**



by M. L. Painton

Yes, there is a J-29 Fleet! Number 9 to be exact. Members and crew met recently at Bob and Carol Tesch's beautiful home for a Suds and Spuds party and an organizational meeting.

They elected Russell Painton as Fleet Captain, David Bernstein as Secretary/Treasurer and Bob and Carol Tesch as Social Chairpersons. Class rules were discussed and the decision was made to remain participants in Keel Handicap Fleet A. There are now seven J-29's on the lake - in case you haven't noticed - or haven't been able to tack because of them. Do big boats really have right-of-way?

SPECIAL REPORT

J-29 FLEET MEETING REPORT
BY A RELIABLE SOURCE - Teri Nelms

The J-29 fleet meeting was recently hosted by two charming AYC club members, Bob and Carol Tesch, in their lovely somewhere-in-west-Austin-home. Imagine their delight and amazement when they opened the door and saw me standing there! I was trying to stand behind Dave Gage, but he moved at an inopportune time and I was unable to slip in the door unobserved.

Now let's talk about rude. I mean these people actually had the nerve to question my attendance at this function. I showed them my dance-card, my engraved invitation, and that I had brought my own Dr. Pepper. And what did I get? "Ge-e-e-e-sus! Who invited you, Nelms, whatever happened to quality control? Where is the neighborhood going now? Etc..."

Yes, I really was officially invited to attend this party, but at this point I cannot reveal who invited me because they will be dis-masted for doing it. After all, I did crew on Mr. Jumppa during the series, and one time even got winched through the shrouds just for fun. The least they could do is invite me to their party. Actually, I think their reluctance to welcome me with open arms was in some way related to their anticipation that SOMETHING might appear in the Telltale as a result. Well, here it is, folks, your worst fears are now realized, AND YOU DESERVE IT!

The entire purpose of this report is to discourage Centerboard sailors from "moving up" to a bigger boat and to avoid them on the race course. You won't believe the kind of meetings these people have! The evening meeting immediately began a down-hill when they elected Painton as Fleet Captain. Once he and Smith and Bernstein got into fleet rules and measurements and how much weight versus number of people

you could put on a boat they completely lost me. My running back-stay consists of whoever is running along beside my boat as I'm dumping it off the ramp, and they're not adjustable, and I never have too many crew offers anyway, so I'm hardly concerned with weight.

Well into my seventh yawn, I suddenly noticed that the participants had dwindled to a mere handful and that there was a distinct murmuring and muffled guffawing coming from the direction of the kitchen. These noises were periodically interrupted by the sound of breaking glass, followed by cheers and applauding. Curiosity and boredom finally overwhelmed me and I slipped into the kitchen during one of Smith's group-readings.

No description of mine could possibly do justice to the scene I witnessed. A crowd of people was literally packed into the kitchen, including people sitting on the counters, intently peering at some object near the floor by the sink. Wine was being consumed in copious quantities and the bottles were immediately being passed to the center of the group. By crawling up on the refrigerator, I was finally able to personally view the terrible scene. The source of unbridled hilarity was the trash-compactor. How do you break a wine bottle properly? Do you stack two on top of each other? end to end or crosswise? at a 45-degree angle or horizontal? I mean, we are talking the high-point of the entire evening, folks. "Decadence" now has totally new implications to me. Does it occur to you, fellow centerboarders, that our little boats are merely as wine bottles adrift on the waves of Lake Travis, vulnerable at any moment to the indifference of 29-foot hulls LOOKING FOR SOMETHING TO MASH? Well, you certainly won't find me cruising around in their start anymore. Centerboarders, you have been warned.

The Tesches served a lovely meal, and even provided us with dirty movies

of naked sailboats making tactical moves on each other. All in all, I would say it was an interesting meeting, and everyone, except Russell, was very polite to the "intruders". My Yankee date thanked me for taking him and said it was certainly an education for him. "Nothing as little as a J-29 lives on Lake Superior. The weight of the ice on the shrouds alone would make up for 2 crew members weight that you guys are so worried about..."

Even though I enjoyed the party, I'm still trying to figure out if I'm mad at Russell or not after he referred to me as a "lightening rod". If that comment was a reference to my "electric personality" (which it probably wasn't), then I should be flattered. If, as I suspect, it was a reference to a shape similarity, then Painton is in deep guano.

Other fleets take note of this report and feel free to invite me to your parties for an accurate monitoring of events...

MEN'S CAMP

Once again, AYC Offers the men/boys in the Club the opportunity to go to camp and learn something or just hang around and pretend like you already know it all. Camp is slated to begin at 7 p.m. Thursday, April 25, and run through midnight Saturday, April 27.

Again Teri Nelms will serve as camp director with the able assistance of local sailmaker/lake rat John Bartlett and USYRU judge Bob Gough. Beginning, intermediate and advanced skills will be taught using J-24's and 420's.

Camp is open to AYC members for \$35 and nonmembers for \$45. This includes all meals, cabins and SATURDAY NIGHT ENTERTAINMENT. Additional information may be obtained by contacting Teri Nelms, 266-2494, or John Bartlett, 266-1895.

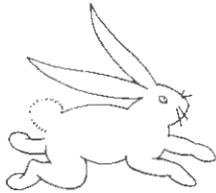


Tall Tales by WALTER ALLAN & T. NELMS

YOU'RE SAYING YOU WANT ME TO CREW ON YOUR NEW 5.2 LASER... THAT IT HAS A 7 FOOT BEAM... AND I COULD BE A CHARTER MEMBER IN A NEW ONE DESIGN CLASS... THAT THIS BOAT WILL REPLACE THE J-29... AND THAT RUSSELL HAS ONE ON ORDER... AND DON'T TELL ANYONE OR YOU'LL DENY EVERYTHING!



REGATTA RESULTS



EASTER LASER REGATTA

by Fred Schroth

By the time we went home Sunday, forty-five sailors had signed up for the Easter Laser Regatta.

It had started out with eleven pre-registered sailors. Sally built three trophies and, just in case, she had sewn 30 protest flags. Then we went to start signing everybody up on Saturday morning. Every five minutes we were going back to the office to make more copies of the racing instructions or some other form. We ran out of everything except wind.

Forty-two boats were on the water for Race One when Teri Nelms, R.C. Chair and direct descendant of the Marquis De Sade, set her now famous eleven mile windward leg. We know this because the course "felt like 100 miles" according to most of the sailors. Since the course was two triangles with a windward leeward windward...you figure it out.

The long course strategy worked. All the sailors were too tired to protest, which meant that we sailed the whole regatta with no filed protests. That makes two years in a row with zero protests.

About the racing...we had five very windy races. Doug Kern and Scott Young were the "A" Fleet. By half way up the first windward leg of each race, they were already well ahead. The only thing that kept them in sight was each one's attempt to slow the other down. The "B" Fleet consisted of all the people who sailed all the races without breaking down. The boats held up well, the sailors kept breaking.

Special Notes:

Troy Bangs was the only Junior who finished all the races.

Bob Lomnecky of Carrollton was given a huge chocolate bunny for being the lowest finisher who always finished.

Teri Nelms ran an impeccable regatta and without her 45 sailors would have had less fun.

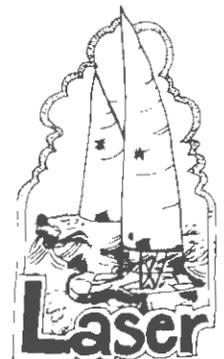
The fleet failed to kick one keg of beer even though it was open both Saturday and Sunday.

Annie Lancaster brought her kid out to do R.C. duty. We'd thank the kid but he/she doesn't have a name yet.

Sally Strong made the flags, trophies and dinner, designed the "T" shirts, bought the "T" shirts, registered everybody, did committee duty Sunday, took photos, scored the races and put up with Fred.

We thank everybody who helped make the regatta happen and invite everybody to come sail in the 1986 Easter Laser Regatta March 29 and 30, 1986.

Doug Kern	1	2	1	2	2	7½	1	Austin
Scott Young	3	1	3	1	1	8¼	2	Austin
Mark Salih	8	3	2	3	3	19	3	Dallas
Dave Maguire	7	11	6	7	4	35	4	Austin
Hank Kleespies	4	12	8	4	8	36	5	Port Arthur
Fred Schroth	6	5	12	5	9	37	6	Austin
Erik Bakker	11	10	5	13	5	44	7	Dallas
Jon Salis	10	8	9	8	10	45	8	Grand Prairie
Jody Smith	9	18	7	6	6	46	9	Austin
Jeff Johnson	13	9	10	14	7	53	10	Austin
Michael Hansen	15	13	11	18	11	68	11	Mesquite
Steven Brown	21	14	15	9	18	77	12	Alvin
Deke DeKeyser	16	17	22	15	16	86	13	Austin
David Bass	27	21	18	19	14	99	17	College Station (AYC)
Doug Woodward	36	24	17	21	22	120	19	Austin
Troy Bangs	31	25	21	23	26	126	20	Austin

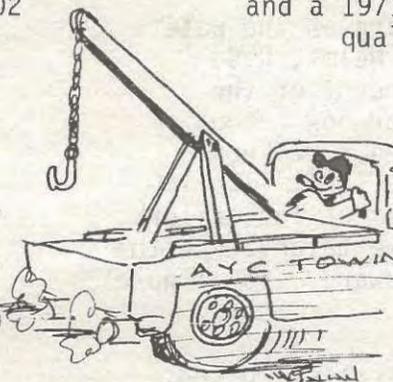
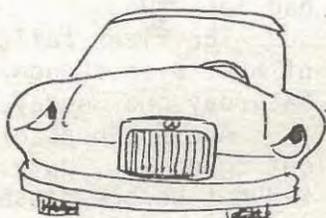


AUSTIN YACHT CLUB SPORTS CAR OWNER ASSOCIATION

by Teri Nelms

Even though the AYC Sports Car Club is only a month old, we are already faced with a major problem. That's right, we have foolhardy souls violating the Reserved Sports Car Parking Lot spaces. And who did it first? Bob and Carol Tesch. Carol came rushing up to me, wringing her hands and disclaiming responsibility for parking their FOUR DOOR MERCEDES in the special lot. As we all know, two doors are the maximum number allowed to be "official" and Bob chose to brazenly ignore the rules. No amount of begging and pleading from Carol would deter him as they were late for the races and he wasn't about to move the damn' thing. Well, Carol, you're off the hook because you at least recognized the error of your ways, but Bob is first in line for duty on SPORTS CAR WASH DAY. Get your chamois ready, Bob, it's the only way you'll be exonerated for a land-bound 720. Now, some of you, dreading a similar fate, may ask "Please, Teri, tell us exactly where the Official Sports Car Parking Lot is located so we will know exactly where to go without you having to tell us?..." Well, if you're "official", you are aware of the location. Otherwise you will quickly learn our motto "YOU WILL KNOW WHEN WE TOW".

John and Carol Mack have submitted their application form to the office and informed us that they have a 1975 BMW 2002 which fulfill the requirements of the Wann claims that his car is no way 1950 MG. Well, beat me, Trenton. in Bill Records car! In Jill and Paul Frels have their company, AAA dead sports cars free and that ing an assort for foreign cars machine for club



and a 1971 Datsun 240Z, both of qualifying list. Trenton a Triumph, it is a And I forgot the "X" other related news, notified us that Towing will tow from the Club for they will be leav- ment of spare parts in a box by the ice emergency use.

Alston Boyd's Alpina has arrived and sale already because there age for it. My 280SL has also arrived and is currently living at the mechanic's because it decided to use its trunk for a reserve gas tank.

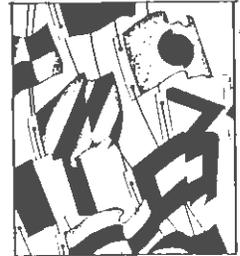
new BMW 635 CSI is rumored to be for is no room in the gar-

We will be scheduling our FIRST OFFICIAL AUSTIN YACHT CLUB SPORTS CAR OWNER ASSOCIATION RALLY on Saturday, July 20. It will be run by Bonnie and Wes Odell, who have plenty of experience with these events. Participation will be limited to AYCSCOA members with OFFICIAL SPORTS CARS only. HOWEVER: any vehicle disguised as a sports car will also be allowed to participate. Now this means that some of you dummies may have to use a little imagination to convert your Volkswagon Van to be able to qualify. I will suggest, (pay attention, Tesch), that a 4-door vehicle with the two rear doors duct-taped shut would then become a two-door model, an essential item on our qualifying list. A bra can be fashioned to cover the hood of a Blazer by using black plastic trash bags and tape. Take the ball off your trailer hitch and you'll have another point taken care of. Basically, if you can prove that you either HAVE one or more of the qualifying items or DO NOT HAVE one or more then you can be allowed to participate in the rally. Fred Schroth, there is no hope for you, forget it. The time schedule and rules will be announced later, but will probably involve an all-day trip that will terminate at an undisclosed location where there is food, beer and dancing.

At the next Board Meeting, I will request official sanction of this event as well as permission for periodic "Car Shows: to take place on Sunday afternoons in conjunction with the races so the membership at large can take a look at some of the high-priced junk we all own.

In conclusion, I hope you will all continue to submit information on your cars so I can maintain an official record. For instance, Herb and Sara Duncan supposedly own something that will qualify, but I have no idea what it is -- please call me.

Hope to see you all soon somewhere in THE PARKING LOT.



AYC SPRING SOCIAL SEMINAR

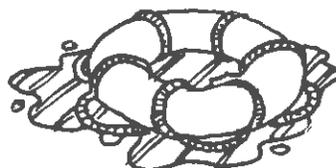
by Jim and Caryl Smith

Every now and then you spend an evening that you'd like to go back and relive because you had a really good time! Well, from all the comments it sounds like the Spring Social Seminar was one of those evenings for most of the 100-plus folks who came out to help kick-off the Austin Yacht Club 1985 Social Calendar on Saturday, March 23. New and old members got better acquainted over wine and cheese during breaks in a program geared to the racing sailors.

The seminar featured Dallas-based USYRU Judge Bob Gough giving an experienced review of the 1985 changes in the USYRU yacht racing rules. If you've had the idea that rules are just a little dry for your taste, you obviously missed Bob's talk. He brought situations to life in a way that took us right out on the water and made it easy to understand the point. Our thanks to Bob for a lively, informative discussion that will hopefully keep us out of trouble on the course and make us better sailors.

When the silver screen lit up, we saw a few "character building" situations we could personally relate to and several that we sincerely hope stay in the "Other Guy" category. There is a lesson to be learned from Blackhaller's port-tack start but it obviously isn't "How to Make the Perfect Start", maybe, "How to Earn a LIFETIME Blue Duck" (I've never heard so many people groaning in unison before). The films were educational and just plain fun to watch. Various scenes brought "Oh's", "Ah's" and other empathetic responses from the audience including, "Loosen the vang!!" (Right, Ed?).

Our sincere apologies to those with schedule conflicts, but that was Bob's only available close-in date and we had to move fast. We are looking at the possibility of having a similar event (useful racing info, films, refreshments) perhaps in June. If so, we'll give more advance notice and hopefully see you there.



SERIES RESULTS

THISTLE

- 1
- 2

Average 4.5

Tom Leach
M. Goodwyn

CENTERBOARD HANDICAP

- 1 Bob Thompson
- 2 Ira Johnson

Average 8

505
Lightning

C-15

- 1
- 2
- 3

Average 5.6

Dave Maguire
Bill Snead
B. Musselman

PHRF A

- 1 Bill Draheim
- 2 Russell Painton
- 3 Rod Malone

Average 7

Hobie 33
J 29
J 27

ENSIGN

- 1
- 2
- 3
- 4

Average 9

T. Kozlowski
Jim Baker
Bill Holman
Sam Humphrey

PHRF B

- 1 Claude Welles
- 2 Rolly Lawson
- 3 Ron Hester

Average 7

Cal 9.2
Olson 25
Kirby 23

J-24

- 1
- 2
- 3
- 4

Average 9

G. Grudnitski
Ron Hardin
Obie Smith
Jim Swanzy

PHRF C

- 1 Hap Arnold
- 2 Tim Erwin
- 3 Dave Wahlberg
- 4 Eddie Calogero
- 5 Bill Records
- 6 Bruce McDonald

Average 14

Holder 20
Pearson 26
Kiwi 24
SJ 7.7
Pearson 26
Cal 29

MERIT 25

- 1
- 2
- 3

Average 6

Bob Howell
K. Livingston
Carl Morris

PHRF D

- 1 Wayne Carelock
- 2 Jim Smith
- 3 Paul Frels
- 4 Ralph Jones

Average 9

Mustang
SJ 21
SJ 24
Ranger 23

J-22

- 1
- 2
- 3

Average 7

Voldi Maki
D. Woodward
J. Saunders

C-22

- 1
- 2
- 3
- 4

Average 9

S. Pervier
C. Popescu
W. Allen
Ron Tobin

SOUTH COAST 21

- 1
- 2
- 3
- 4

Average 8

Ray Shull
Vern Harris
J. Fontenot
Danny Lien





USYRU ELIMS

- O'Day: Eligibility--AYC singlehanded at least 16 years in 1985
Registration Deadline--4:30 p.m. April 26 to AYC Office
Race--May 4,5
Bring your own boat/to be sailed in Sunfish
- ADAMS/
MALLORY: Eligibility--Adams: AYC woman skipper + 3 crew 18 years or older
(one crew may be 15)
Mallory: AYC man skipper + 2 crew 18 years or older
(one crew may be woman)
Registration deadline--4:30 p.m. April 26 to AYC Office
Race--May 11,12 in borrowed boat (T.B.A.)
- JR'S: Sears, Bemis, Smythe
Eligibility--13-17 years, men or women, in 1985, skipper AYC member
Registration deadline--4:30 p.m. April 26 to AYC Office
Race--May 11, 12 Sears: Borrowed Boat T.B.A./skipper + 4 crew
Bemis: Borrowed Boat T.B.A./with spinnaker no
trapeze/skipper + 1 crew
Smythe: Laser / Bring your own boat
- ALL: Contact AYC Office for registration packets
NOTICE: If interested in Prince of Wales, contact Gail Bernstein or John Mandell.
PLEASE DO NOT ENTER THIS ELIMINATION UNLESS PREPARED TO GO TO THE NEXT LEVEL!!!

ALL ENTRANTS MUST BE USYRU MEMBERS

The eliminations will be chaired by Vice Commodore John Mandell. Race management will be provided by Craig Holmes for the O'Day and by Bonnie Odell for the Adams, Mallory, Sears, Bemis and Smythe.

AYC Team Championship is slated for September 21-22.



United States Yacht Racing Union

All members of the Austin Yacht Club who profess to be racers would do well to support the U.S.Y.R.U. The objectives of the United States Yacht Racing Union are to further the best interests of yachters, to encourage and promote yacht racing, and to unify racing and the racing rules.

U.S.Y.R.U. offers publications on topics such as rules, appeals and manuals, handicapping rules, and time allowance tables. Programs such as racing clinics, sailing instructors' symposia, speakers services, and regional youth and women's regattas are available through the One Design Office. They also publish a newsletter which tells you, among other things, when and where the National Championships in the various categories are held. Membership in this worthwhile organization is a MUST for all racers!!

TO JOIN----

Mail this form along with your check to USYRU, Box 209, Newport, Rhode Island 02840

CUT-----CUT-----CUT-----CUT-----CUT-----CUT-----CUT-----CUT-----CUT

- Annual membership dues:
- \$500 Benefactor Member
 - \$200 Sponsoring Member
 - \$100 Supporting Member
 - \$ 50 Sustaining Member
 - \$ 35 Contributing Member
 - \$ 25 Regular Member
 - \$ 10 Youth Member (under 21)
 - Check here for Family Membership (Available at \$35 level and up)

Mr. _____
Mrs. _____
Ms. _____

Street _____

City _____

State _____ Zip _____

Do you sail...(please check one)

One-Design Cruiser/Racer

Both

Individuals residing outside the U.S. or its territories must join at the Contributing level or above.

If you sail one-design, which class of boat do you sail most often?

Membership contributions above \$15 are tax deductible. Membership is calendar year.

If you sail a cruiser/racer, under what rating system do you most often race?

Rules Quiz

YOU BE THE JUDGE

This is the first time the USYRU Appeals Committee has made an interpretation of Rule 45.1. It was published in the December 1982 "American Sailor" and written by Roger Brett, a USYRU and IYRU judge who has twice chaired Florida Sailing Association's Board of Appeals and lives in Longboat Key, Florida.

FACTS AND DECISION OF THE PROTEST COMMITTEE

Prams #3 and #7 rounded the windward mark to port overlapped, with #3 outside (O) leaving room for #7 inside (I). O had hit the mark on her first rounding and was re-rounding the mark in exoneration. Toward the end of the re-rounding maneuver by O and before the yachts had cleared the mark, I had an unexpected but controlled jibe causing her sail to touch O's sail. I lodged a valid protest claiming infringement by O of Rules 42.1(a) and 45.1.

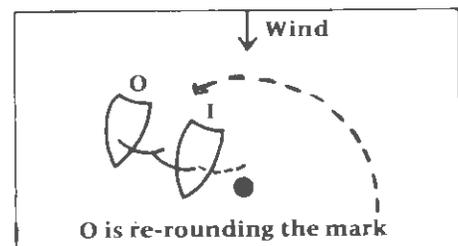
The protest committee DSQ'd O for failure to give I sufficient room as required by Rule 42.1(a). O appealed on the grounds that Rule 42.1(a) had been incorrectly applied, that jibing was not "an integral part of the rounding maneuver" and that Rule 41.1 applied, and had been infringed by I.

QUESTIONS YOU AS AN APPEALS COMMITTEE MEMBER HAVE TO ANSWER:

1. Was Rule 42.1(a) the proper rule to use to DSQ (O)?
2. Under what conditions would Rule 42.1(a) apply?
3. What does "integral" mean where it is used in the last line of 42.1(a)?
4. Under what conditions would Rule 45.1 apply?
5. Was (O's) belief that Rule 42.1(a) applied to all mark roundings, overriding Rule 45.1, as submitted with her second appeal, a valid position?
6. Under what conditions does Rule 45.1 apply?
7. How "powerful" in relation to other rules is Rule 45.1?

ANSWERS -- TAKEN FROM THE TWO APPEALS COMMITTEES' DECISIONS

1. No.
2. Had both yachts rounded in the same position and both for the first time, both would have been subject to Rule 42.1(a).
3. The dictionary says "integral" means "essential to completeness." When a yacht can round a mark onto a proper course to the next mark without a tack or jibe, a tack or jibe is not "essential to completeness."
4. If O had not been subject to Rule 45, I would have infringed Rule 45.1.
5. No -- see further amplification in answer six.
6. Both appeals committees agreed that O's obligations are governed almost entirely by Rule 45.1. USYRU's committee pointed out that I cannot sail anywhere she pleases. She is still subject to Rule 35. However, inasmuch as the next leg was straight downwind, running on either jibe was a proper course. It was immaterial whether her jibe was intentional or unintentional -- O should have allowed for it.
7. Rules 42 and 41 have no application. To apply the rules otherwise would substantially nullify Rule 45.1. O was DSQ'd for infringement of Rule 45.1.



CALIFORNIA CUP INVITATIONAL

CALIFORNIA CUP RESULTS

by Steve Hidell

Eleven boats with brave skippers and crew showed up for the California Cup Regatta amidst inclement weather and tornado warnings. The rains cleared and after a slight delay, the races were on. Crews labored and skippers strained to hit the starting lines and keep things under control on the short round the buoy courses. The first race found the leaders deciding to round the closer U.T. racing marks and finding quite an advantage in this shortcut. The rest of the fleet found the mark and the J 24 sailed by Jim Gras was declared the winner. The second and thrid races were won by Rolly Lawson (O 25) and Gary Grudnitski (J 24).

After a lengthy protest session, the race committee awarded fourth place to Gary Grudnitski, third place to Ron Hester (J 22), second place to Jim Gras (J 24) and first place to Rolly Lawson.

Congratulations to all of the boats participating.

1985 FROSTBITE SERIES

by Gary Grudnitski

PHRF

The first race of the 1985 Frostbite Series was sailed in warm, windy, and wild conditions. The A Fleet, PHRF rating 90 to 168, started twelve yachts; Fleet B, PHRF 169 and over, had thirteen yachts on the line, and the nonspinnaker fleet had three starters.

Doug Kern, skippering the new Ross 30, Rapid Transit, trailed most of speed machines of A Fleet to C mark. After that it was "Surfin' USA," with estimates of 20 knots being logged for Rapid Transit during her long downhill run to I mark. Nosing out Pete Reinhart's Hobie 33 for second place was the J-24 Grin and Bare It, driven superbly by Ricky Shough.

The 7.4 nautical mile B Fleet race was hotly contested by five yachts. Finishing within two minutes on corrected time of the winner, Kurt Carson's Holder 20, was David Wahlberg's Kiwi 24, Trenton Wann's San Juan 7.7, Doug Woodward's J-22, and the J-22 of Dave Odell. In the nonspinnaker class, Jim Mynatt's Hunter 25 was an easy winner over Jack Bremer's Catalina 27.

For two competitors the wildness was a bit more than they bargained for. Tough Act, Rolly Lawson's Olson 25, lost her mast right after the starting horn. Rolly claims T.A.'s mast was a "preproduction version" of the real thing! On the last leg of the race the J-29 of Bob Tesch, Avalanche, lost her mast and most of her rigging in a port/starboard collision. Fortunately, no one was hurt in either incident.

After a postponement due to cold weather and hazardous driving conditions, 33 yachts started the three-quarters of a mile beat to F mark. Both fleets were tightly compressed by the Easterly drifter. After F mark, the wind suddenly shifted to the Southeast and increased to 10 mph, then backed to the Northeast and piped up to 15 mph. As the predicted front came through, chutes came down and crews scrambled to the weather rail for the close reach to D mark. It was a downhill slide to C mark, followed by another close reach to B, all in winds that continued to increase in velocity and gust to 25 mph. For the A Fleet competitors, the next hour was to be spent in one continuous cold water shower - fueled first by heavy rain, then hail. Oh, were we having fun!

The Holder 20s of Kurt Carson and Hap Arnold showed their transoms to the twelve other boats of B Fleet. A new entry on Travis, the Kirby 23, was sailed to an impressive third place finish by Bill Draheim and a crew of lake rats.

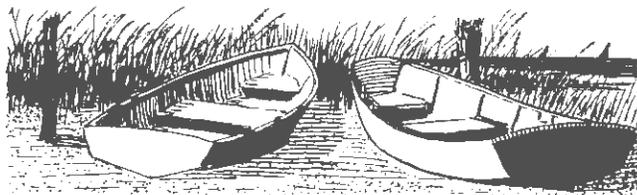
The order of finishes of the nonspinnaker fleet was reversed from the first race. David Abel's C&C 24 walked away from five other yachts. His closest competitor was Walter Allan in a Catalina 22. Seaduction finished the 6.4 nautical mile course more than three minutes behind the leader on corrected time. The winner of the first race, Jim Mynatt's Hunter 25, ran out of gas and finished a disappointing fifth.

Once again, the Ross 30 was the class of A Fleet. This time, however, Rapid Transit's victory margin was in terms of seconds rather than minutes, no doubt because Jack Kern thought it was only sporting to keep a healthy hourglass in Rapid Transit's spinnaker during half of the last downwind leg. Finishing second was Superman!, the J-24 of Gary Grudnitski.

The third race started in near zero wind, with some boats taking up to twenty minutes to clear the line. After flying her chute to the weather mark, Jack Kern's Rapid Transit was clearly in the lead followed by Domino, the J-27 of Mark Rylander, the Olson 30 of Steve Vaughan and the J-24 of Fred Schroth. Kern's luck ran out, however, as the large lead and fastly filling 10 knot southeasterly were not enough to stave off the hard charging Rylander. In a rare press conference given after the race, John Bartlett claimed it was his presence on Domino that spelled the difference.

The close B Fleet finishes of the first two races were not to be this time out. Bill Draheim's Kirby 23 jumped out to a huge lead on the first leg of the race and added to it on the subsequent legs of the 3.2 nautical mile course. On corrected time, the Kirby 23 finished over five minutes in front of Wann's SJ 7.7 and over seven minutes ahead of Clarkson's Cal 27. After recording bullets in the first two races, Carson's Holder 20 had to settle for a fourth place finish. Welcome back to Earth, Kurt!

The nonspinnaker fleet had its third different winner in Jack Bremer and his Cal 27. In fact, the term winner is somewhat of an understatement as the Beneteau 30 of Erhard Sudermann, which had to spot the Catalina 27 45 seconds a mile, finished in second place more than five minutes behind on actual time.



The fourth race of the 1985 Frostbite Series was sailed in a moderate Northerly under threatening skies. The weather had little affect on the A Fleet outcome, as the Ross 30 triumphed again. This is getting old folks - these guys are just too good! In second place was the J-24 of Gary Grudnitski. The Cal 9.2 of Claude Welles had her best outing of the series and finished in third place.

The Kirby 23 sailed to an easy victory in B Fleet. David Wahlberg's Kiwi 24 narrowly edged out Hap Arnold's Holder 20 for second place.

Walter Allen's Catalina 22 finished ahead of three other substantially faster-rated boats in the 8.4 nautical mile, nonspinnaker fleet race.

In the spirit of Frostbite, and because of the competitiveness of the racing and the immense turnout (41 yachts started one or more races), it was only fitting to serve chilled champagne at the trophy presentation. Five trophies were awarded in both A and B Fleet; the nonspinnaker fleet had two trophy winners. Complete results for the series are shown below.

Frostbite Series - Non-spinnaker

<u>Skipper</u>	<u>Yacht</u>	<u>Sail No.</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>Total</u>	<u>Place*</u>
Allan	Cat 22	10256	6	2	3	.75	5:75	1
Bremer	Cat 27	1743	2	9	.75	4	6.75	2
Mynatt	Hunter 25	512	.75	5	5	2	7.75	3
Abel	C&C 24	142	4	.75	4	3	7:75	4
Sudermann	Ben 30E		6	3	2	7	11	5
	Pearson 303		6	4	8	7	17	6

* Best three finishes, or if race committee (RC), then 1.5(best two finishes)

Did you know that sailing activities are also available through PHRF Station and Lake Travis Cruising Association (LTCA)?

For information contact:

PHRF Secretary Dave Henderson @ 892-1047

LTCA Secretary Toni Schmid @ 474-9022



"Quick—who's sailing number six?"

Frostbite Series - PHRF 90-168

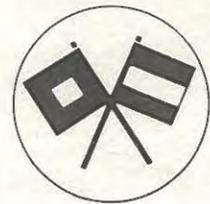
<u>Skipper</u>	<u>Yacht</u>	<u>Sail No.</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>Total</u>	<u>Place*</u>
Kern	Ross 930	93087	.75	.75	2	.75	2:25	1
Rylander	J 27	9	17	3	.75	4	7:75	2
Grudnitski	J 24	2380	4	2	4	2	8	3
Welles	Cal 9.2	62	7	6	7	3	16	4
Shough	J 24	101	2	5	10	11	17	5
T. Lott	Lin 26	51	5	7	8	6	18	6
Howell	Merit 25	350	6	4	9	12	19	7
Vaughn	Olson 30	180	17	RC	3	12	22:50	8
Morris	Merit 25	353	8	14	11	5	24	9
G. Bernstein	J 29	113	15	14	5	7	26	10
Schroth	J 24	187	17	14	6	8	28	11
Reinhart	Hobie 33	116	3	14	15	12	29	12
Vernon	Olson 30	22586	16	8	15	12	35	13
Tull	J 24	971	17	14	13	12	39	14
Tesch	J 29	186	15	16	15	12	42	15
R. Lawson	Olson 25	3	15	16	15	12	42	15
Harker	J 24	255	15	16	15	12	42	15

Frostbite Series - PHRF 169 and over

<u>Skipper</u>	<u>Yacht</u>	<u>Sail No.</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>Total</u>	<u>Place*</u>
Carson	Holder 20	100	.75	.75	4	RC	2:25	1
B. Drahien	Kirby 23	6	RC	3	.75	.75	2:25	1
Wann	SJ 7.7 DK	20	3	12	2	4	9	3
Arnold	Holder 20	18	16	2	5	3	10	4
Wahlberg	Kiwi 24	3260	2	9	16	2	13	5
Clarkson	Cal 27	215	6	17	3	7	16	6
Dwyer	Pearson 26	1006	12	4	14	6	22	7
Fagin	Merit 22	431	8	13	8	8	24	8
Fosler	SJ 24	12874	9	7	7	9	25	9
Mahl	J 22	369	7	5	14	14	26	10
Hester	J 22	234	10	6	6	14	26	11
Woodward	J 22	307	4	10	14	14	28	12
Golden	SJ 7.7	162	11	14	9	11	32	13
Frels	SJ 24	500	13	11	10	14	34	14
D. Odell	J 22	36	5	17	16	14	35	15
Roberson	Merit 22	141	16	17	16	5	37	16
Baylor	Pearson 26	63	16	8	16	14	38	17
McDavitt	SC 21	123	16	17	16	10	42	18

* Best three finishes, or if race committee (RC), then 1.5(best two finishes)

"The Quest for the Cup"
or
"The Birth of a Racer"
by ROLLY LAWSON



My first experience with AYC's annual "California Cup Regatta", came not as a competitor but as a spectator.

I was sitting in my San Juan 21 at the dock in Dutchman's Landing Marina. It was a beautiful springlike day in 1976. Many people were doing the same, just sitting around on their boats. Why the other people were sitting around I can't say, but I was doing it for a reason. My outboard motor was out of gas and I wanted to sail out of my slip. At this stage in my sailing experience, sailing out of or into the slip usually meant three or four hundred dollars in damages. Not that I minded paying for the damages, I thought of this as paying my dues. It was the public ridicule I was trying to avoid. Any time I put up a sail in the marina or came sailing around the point, everyone went into an uproar and grabbed a boat hook or spinnaker pole to fend me off. Rod Malone and Norman Rylander, the marina operators, had offered me everything but free gas for my outboard to keep me from attempting this maneuver. The only times I could pull it off successfully were the times when the marina was completely deserted. It also seemed that the more witnesses present, the worse my luck. This delay in leaving the dock changed my whole life and possibly yacht racing forever! Those of you who may have seen me barging wild-eyed down the line, with the keel stuck in the up position at the Spring Regatta that year may better understand this statement.

Rod Malone was performing some mysterious task on the dock finger across from me, while he watched me out of the corner of his eye. The tranquility was broken when some loud person down the way yelled across the water, "Hey Rod, is there a regatta at AYC tomorrow"? Rod replied in a near normal tone of voice that could easily be heard all over the marina, "Yes, the California Cup Regatta". Still convinced that Rod had a hearing problem, the sailor loudly asked, "What's the California Cup"? Rod replied, "It's a level race for Morcey boats". Now my curiosity was piqued. "What's a level race"? the loudmouth yelled.

Until this question, I had thought of this guy as an idiot. Now I realized he knew more than I did. I would have asked, "What's a 'Morcey' Boat"? As with most new sailors, I had read all the books the Dolphin Book Club could send me. I knew about "Ketches", "Yawls", "Catboats" and "Barques" but had never heard of a "Morcey" boat. In fact, I was still puzzling out the meaning of AYC. I knew there was a marina right off the main body of the lake that didn't sell gas or ice or even hamburgers. It was a mystery to me why anybody would want to keep their boat there.

Sometimes, on Sunday, what looked like hundreds of funny boats of all shapes and sizes came charging out of Pool Canyon, screaming at me "Get that tub out of the way, can't you see that we're racing"? I deduced that some of these could have been "Morcey" boats and that AYC might stand for Austin Yacht Club. Now I lost some interest in the conversation. I didn't like those folks at "AYC" much. They ran around in packs of boats and tried to intimidate the other sailors. They acted like they owned the lake. Once I was tied up to one of those orange mooring bouys that are conveniently placed around the lake, you know the ones with big letters painted on them. The kids were swimming around the boat while I lounged in the cockpit with a beer cooler close at hand. When all of a sudden out of nowhere here came dozens of boats roaring right at us with sails flapping and crew screaming. We barely got the kids out of the water in time. My kids heard my whole repertoire of curse words and some of the things that were said to us I didn't know you could say without going to

jail. Why they picked on me I didn't know, but I swore I'd never have anything to do with that AYC bunch.

Back at the dock, the conversation was continuing. Rod, still patient, replied, "A level race means boat for boat, no handicap, like in one design". Now I really felt stupid. The more Rod explained, the less I understood. Handicap? One design? What did this have to do with sailboat racing, or "Morcey" boat racing? Because, I still wasn't sure a Morcey boat was a sailboat. "Are you racing profane tomorrow?" yelled the loudmouth. "Yes", came Rod's quiet reply.

Now at last things were beginning to make sense. All those times I had been cursed at by sailboat racers I thought they were mad at me. Now I understood. They must have been racing profane. It must be a rule that racers have to curse or something. My interest was up again but loudmouth left the marina with my education incomplete.

As luck would have it, I ran into a beer drinking buddy named Hap McCollum later that evening. Now ol' Hap knows all about sailboat racing and I knew if I bought him a few beers he wouldn't mind if I picked his brain a bit. In fact if you bought him enough beer he would tell you anything he knew. If the beer lasted long enough he would start making up stuff. I was a bit disappointed to find out that "Profane" was the name of Rod Malone's old San Juan 24. Because that meant that those people really were mad at me. But I was glad to find out that "Morcey" was just slang for M.O.R.C. and not another wierd sailboat design.

The next morning, even a hangover couldn't dampen my enthusiasm to show off my newfound knowledge as I loaded my San Juan with beer and friends to watch the regatta. If Hap told me that sailboat racing wasn't a spectator sport, I didn't remember it. As we cruised up to the starting line, I pointed out to my captive audience what "WRL" meant (thanks, Hap). Wanting to make sure we were well out of the way, I maneuvered to a spot inside the three racing marks and dropped anchor and set up the boom tent. "This way," I said to my bored audience, "we won't interfere with the race. They will sail a triangular course around those bouys, and we can watch the whole thing from right here".

The only bad vibes came from my wife, Mary Lou. "Are you sure we are out of the way"? she asked. "Won't they be tacking back and forth when they pass us here"? I was slightly embarrassed for her and a little chagrined that she would, (a) show her stupidity with such a dumb question, and (b) doubt my ability to plan things for her safety and enjoyment. "Don't worry", I said, realizing that her training might be incomplete. "I know what I'm doing. Anyway, racing sailboats hardly ever tack, they can sail almost directly into the wind. A lot of tacking just slows them down".

Shortly, the first race got underway after a lot of mysterious horn blowing and flag waving. I was a bit disappointed to see only four boats racing.

"Not to worry," I assured my friends, "at least three of the four are state-of-the-art racers, the fastest boats money can buy. That's Russell Painton's Cal 25, Rick Vanderweel's Ranger 23, and there is Rod Malone in a San Juan 24".

"What's that other boat"? asked one of my spectator friends. "Oh, don't pay him any mind", I replied, "that's some guy named Bill Dawson. He came up from Canyon Lake, the boat is a Hunter 25, I don't know why he even bothered to come, Hunters are cruisers, not racing boats". Sure enough, the boats did have to tack more than I thought they would, but they didn't get too near us and I was more confident than ever that I had picked the perfect spot for a spectator boat.

As the boats proceeded around the course with spinnakers magically appearing and disappearing, my friends caught my enthusiasm and we each cheered for our favorites. Soon the boats rounded the weathermark for the second time and spinnakers appeared again to little pleasure sounds of "Ooh!!" and "Ahh!!", from the female members of our group. The wind began to increase dramatically now and the boats seemed to have trouble with their chutes.

It was about this time that Mary Lou tapped me on the shoulder and said, "Uh, Rolly, aren't they coming this way?" "Nah!!", I replied, "didn't you see the course board on the Committee Boat? They go to "R" next". "I can still see it," she replied, "it says "WRL" with a little trophy over it. What does the little trophy mean?" "I'll explain later," I said in a voice overly sharp. How dare her to ask me questions like that in front of my friends, I thought. I was also beginning to wonder if Hap had told me all I needed to know. He didn't mention little pictures of trophies on the committee boat. I was also beginning to wonder why the boats hadn't changed course for "R", they sure looked like they were heading right for us and closing real fast.

"Rolly!! they're coming right at us and closing real fast!!" came a too shrill cry from Mary Lou. I was getting real tired of Mary Lou about now. I hate it when she acts this way. "Wow!!" shouted one of my fellow spectators, "Look at Profane!! She just put the boom in the water on one side and the spinnaker pole in the water on the other side!! Does Rod have control of that boat?" "Of course he does," I answered, "Rod is one of the better racers out here." "How come he's still charging right at us?" Mary Lou questioned. "And why is he rocking back and forth like that?" "Don't worry so much, Mary Lou," I said, resolving to never take her along again. "Rod knows what he's doing, rocking the boat back and forth like that probably makes the boat go faster, it probably breaks the air bubbles loose from the bottom and reduces drag or something".

"Oh," said Mary Lou, suitably chastised for the moment.

About this time one of my friends, an experienced sailor in his own right (he had owned an Ensenada 20 for about 6 weeks now) sauntered up to me where I was leaning against the mast, and said in a low voice so that our fellow spectators wouldn't hear. "Rolly, all four boats are coming right at us, maybe we should pick up anchor and get out of the way". "I had just come to the same conclusion", I said in an equally quiet tone, although the words sounded a bit squeaky to be mine. "Maybe you'll help with the anchor?" "Rolly!! those boats are coming right at us. We'd better pick up our anchor and get out of here fast!!", came Mary Lou's excited voice. I was really beginning to hate her!

Many willing hands beat me to the anchor line and we furiously pulled the boat into the whitecapping waves. Just as the anchor popped onto the deck I heard a hoarse cry from my cockpit, "Too late!! they're going to ram us!" As a cloud of sail blocked out the sun and passed by on both sides so close I could feel the turbulence, I heard a female voice from one of the raceboats saying, "Do you believe those turkeys? They anchor right in the middle of the course, then try to move just as we were set to avoid them....some people!!" Well, needless to say, my "Audience" had lost confidence in me, but I resolved myself somewhat by motoring around for the rest of the races so we could see every tack, jibe and broach without further danger. We had a ball!!

My last bit of credibility as a sailboat racing commentator went down the tubes when Billy Dawson won the event in his Hunter 25 "Cruiser". But no matter. A sailboat racer was born, as I resolved to win this event next year. "The Spring Regatta is next month", I said to my group. "I will need a crew of course". The only hand that went up belonged to Mary Lou, as most of my other friends seemed to be staring off at the horizon. "You can work foredeck", I told her with a wicked grin. After what I had seen this weekend, I was sure that people must die regularly on the

foredeck. "She can't even swim," I thought to myself, "I'll have this boat all to myself and she'll stay home where women belong".

Well, 1976 is about 500 races ago, I learned a lot and still have a lot to learn. Each time I come flying down the lake on a 12 knot plane and find some horrified family daysailing their Compact 16 and doing everything in their power to avoid me, usually wrong, I can't help but smile and wave, wondering how long it will be before I see them at a trophy presentation. One year I was leading the Governor's Cup, only to arrive at "F" mark and find a family moored to the bouy with kid's and dogs playing in the water. I choked the curse words down before I could speak them and told the skipper in as calm a voice as I could muster, "You are tied to a racing bouy, bring the kids in and sit tight until the boats have passed". I am sorry to say that some of my competitors could not empathize with their plight and spoke in harsher terms.

As for Mary Lou, I am surprised to report that she has the reflexes of a cat! I've tried everything. I've flown her like a kite from the spinnaker, and even tried loopers. I've made her jibe in 50 MPH winds (honest). She always lands on her feet! She even claims it's fun. She's well-versed in the community property laws, so I have to turn the boat over to her every now and then.

A few years ago I let her put her first trophy in one corner of my trophy case. It was a bad precedent, because now she adds to it all the time. It really confuses things when friends come over and I show off my collection. They ask embarrassing questions, like, "Who won all these big ones that you didn't mention"? I think soon I will build some shelves out in the garage so she can have a trophy place of her own. Heck, she deserves it, it's the least I can do.

Oh yes, the "California Cup". Well, after nine tries and about a quarter million dollars in raceboats, I finally won it this year.

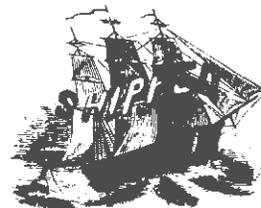
But, whatever curse or jinx has kept it from me this long is still working. Someone forgot the keys to the AYC trophy case and I still don't have it. The New York Yacht Club should have thought of this. No matter, it's still the race of the year as far as I'm concerned. Those of you who haven't tried it are missing some good close racing. In the years that I have been associated with the race, no one skipper or class of boat have dominated this event. Usually, you can't even predict the winner until the last leg of the last race.

Almost as much fun as the race is the keel handicap meeting just prior to the event.

You can be sure of free beer and emotional, often incoherent, speeches by myself, Eddie Calogero, Bill Records, Hap McCollum, Trenton Wann and others. Bill Records came up with a good idea. He said that since we all make the same speeches every year, why don't we tape the next meeting and just play the tape year after year. I think it's a great idea. It will leave more time for drinking beer, and our blood pressure won't suffer. Even Russell Painton shows up to put in his two cents worth, although I don't think he has raced the event since 1976.

The event this year was marred by protests, but I think this is more an indication of the emotional high most people obtain during this race.

Now that I have finally won this trophy, I intend to make it my personal domain. I issue an open challenge, come take it away if you can.

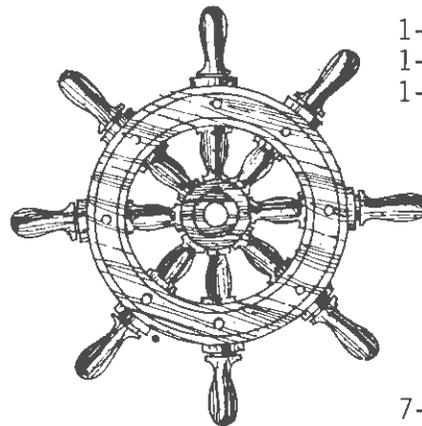


FROM THE FLEET COMMANDER

The Harbor Committee had a meeting on March 26, 1985, and determined the following priority assignments. The Committee is chaired by Fleet Commander Trenton Wann.

PRIORITY 1

Gary Grudnitski	J 24	
Warren Crews	Capri 25	1-14-84
Perry Weller	S 2 7.3	1-30-84
Boyd Morse	B 250	
Steve Sjoberg	J 22	10-15-84
Bob Musselman	SC 21	1-8-84
Bill Mitchell	J 22	2-7-84
Jerry Sullivan/Eric Beggs	P 22	2-18-84
Bill Word	C 22	2-18-84
Bob Tesch	J 29	3-2-84
Vern Harris	SC 21	3-8-84
Fred Schroth	J 24	3-12-84
Mike Eitelman	J 24	3-20-84
Ben Knappe	J 22	4-19-84
Craig Holmes	J 22	4-25-84
Danny Lien	SC 21	5-2-84
Anne Smith	M 25	7-3-84
Rick Booth	M 25	
Terry Smith	SJ 24	1-4-85
Bob Howell	M 25	1-15-85
John Mandell/Roy Smith	J 24	1-24-85
Bob Kieras	J 24	1-30-85
Jim Gras	J 24	1-30-85
Gary Griffith	SJ 7.7	
Walt Dwyer	P 26	



PRIORITY 2

Phillip Thompson	J 24	
Jim Stafford	P 26	
Howard Buell	J 30	
Bill Bebee	J 22	7-18-84
Tom Shelton	J 24	8-29-84
James Cowden	J 27	12-5-84
Marc Arbon	C 27	1-15-85

PRIORITY 3

Allen Searight	H 27
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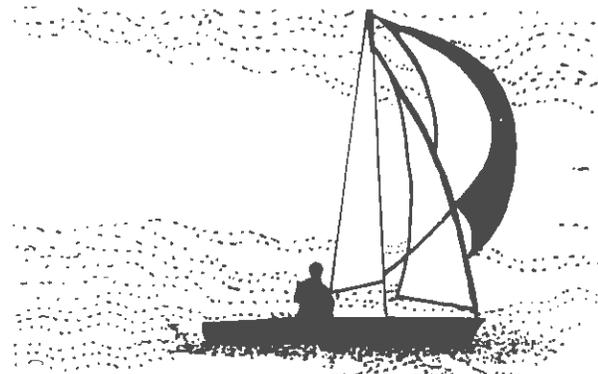
The tagging of boats to determine nonuse will begin in May.

The procedure for requesting a priority is outlined in Harbor Rule #15, page 13 of the AYC Handbook. All correspondence for the Fleet Commander should be mailed to the AYC Office.

SPRING REGATTA

April 13-14, 1985

Wes & Marge Odell--Regatta Chairpersons
Steve Bangs--Race Management



HARPOON 5.2 (5 boats)

- 2 Glen Byrus
- 1 Jack Downes

MERIT 25 (5 boats)

- 2 LaDona Hudson
- 1 Rick Booth

J 29 (5 boats)

- 2 Rod Malson
- 1 Dave Cheney

CENTERBOARD HANDICAP (6 boats)

- 2 Quentin Baker/ Flying Dutchman
- 1 Teri Nelms/ Fireball

J 22 (7 boats)

- 2 Jim Draheim
- 1 Mark Hallman

PHRF B (PHRF 163 & up-- 15 boats)

- 5 Paul Frels/ San Juan 24
- 4 Bay Peterson/ Catalina 27
- 3 Steve Hidell/ Creekmore 22
- 2 San Wight/ Holder 20
- 1 Dave Hilfer/ San Juan 24

PHRF NONSPINNAKER (9 boats)

- 3 John Vance/ Pearson 26
- 2 Dave Henderson/ Santana 23
- 1 Brent Peffer/ Buccaneer 295

J 24 (7 boats)

- 2 Gary Grudnitski
- 1 Jody Smith

SOUTH COAST 21 (7 boats)

- 2 Ray Shull
- 1 Jimmie Fontenot

C 15 (8 boats)

- 3 Dale Edwards
- 2 David Odell
- 1 Terry Schertz

CATALINA 22 (8 boats)

- 3 Steve Pervier
- 2 Bill Morack
- 1 Bill Word

THISTLE (11 boats)

- 4 Dick Mueller
- 3 Robbie Thomas
- 2 Fred Schroth
- 1 Tom Glover

PHRF A (162 and faster-- 8 boats)

- 3 Rolly Lawson/ Olson 25
- 2 Mark Rylander/ J 27
- 1 Steve Vaughan/ Olson 30

THERE ARE STILL WOMENS T- SHIRTS AVAILABLE FOR PURCHASE THROUGH THE AYC OFFICE. THEY ARE 50/50 IN SIZE SMALL ONLY. CALL KRISTI OR CONDE AND THEY WILL MAIL THEM TO YOU AND PUT THE \$6.00 FEE ON YOUR BILL.

Best regatta quote: Overheard in the women's shower was one gal asking another gal if she could borrow a hair dryer and offering this excuse, "I didn't bring mine because I didn't know the Austin Yacht Club had facilities this good."

"Yes," replied the other, "the Austin Yacht Club has some of the best facilities of any yacht club." ...thanks Hap et al!!!

parting shots

Thanks to:

Jim & Caryl Smith.....Social Seminar
Loretta Bartlett.....Spring Series Buffet
Tommy Kozlowski.....Spring Series Race Management
Wes & Marge Odell.....Spring Regatta Chairpersons
Steve Bangs.....Spring Regatta Race Management
Jim Turpin.....Coordinator Dock 2 replanking
Fred Schroth.....Laser Regatta Chairperson
Teri Nelms.....Laser Regatta Race Management
Ralph Jones.....Cabin #7 renovation plans

Etc:

The next Telltale will go to the print shop on June 15. All articles need to be received no later than June 5.

The warning gun for series races is 1:30 YEAR 'ROUND.

The slip holders on Dock 2 will be assessed \$50 each when the rubber padding is installed. Check out Dock 5 to see how the rubber padding will look when installed.



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