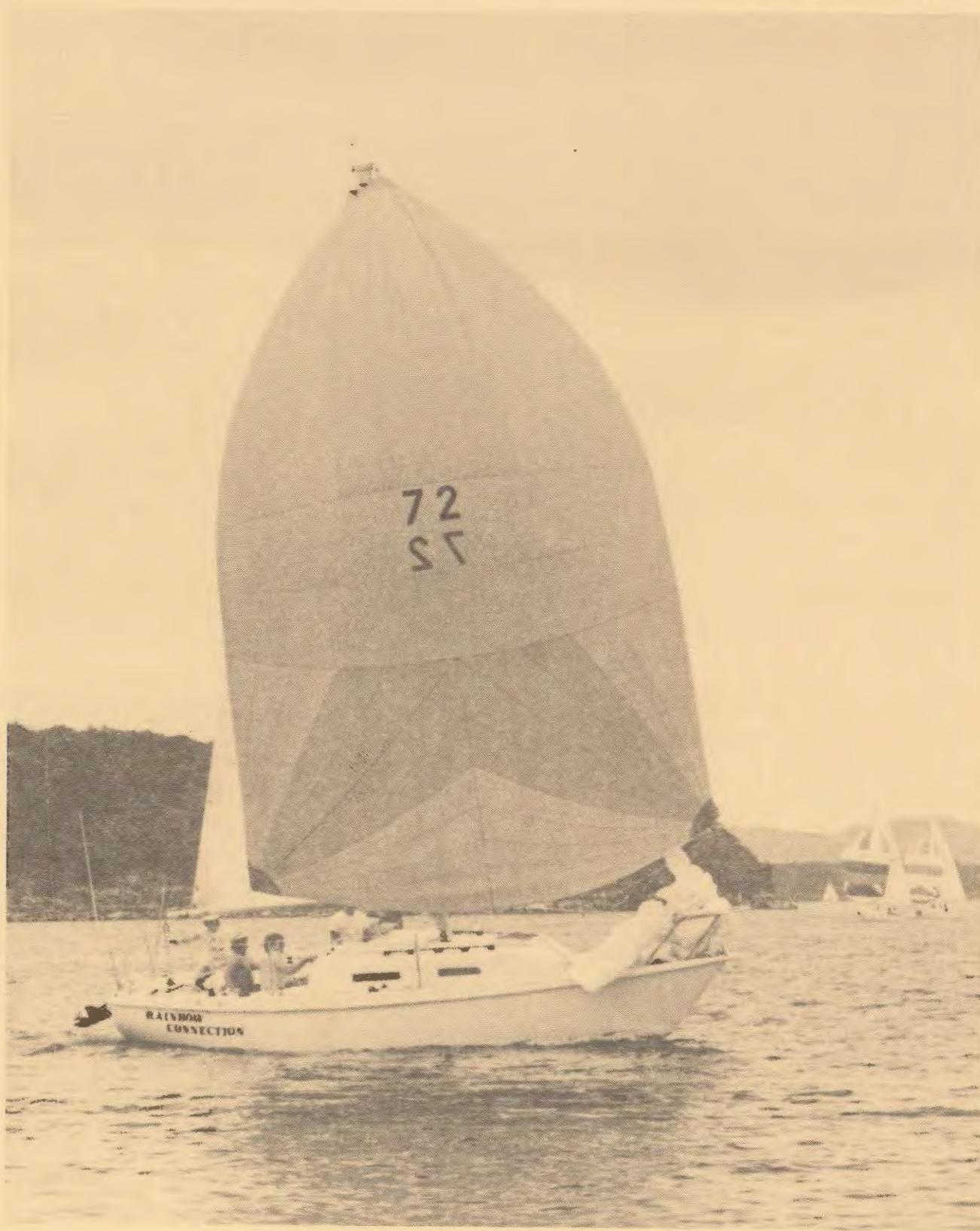


Oct. 1985



Telltale

Telltale

AUSTIN YACHT CLUB
5906 Beacon Drive
Austin, Texas 78734

Business Office 266-1336
Clubhouse 266-1897

OCTOBER, 1985

Commodore-----Steve Vaughan
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-----David Odell
Ensign-----Cynthia Creamer
420's-----Keith Andrews
J-22-----Doug Woodward
J-24-----Jim Swanzy
J-29-----Russell Painton
Keel Handicap-----Claude Welles
Laser-----Fred Schroth
Merit 25-----Steve Bangs
South Coast 21-----Danny Lien
Thistle-----Ed Halter

Telltale Editor-----Kristi Blankenship





FROM THE COMMODORE

Steve Vaughan

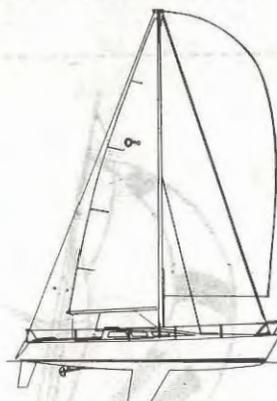
The Austin Yacht Club this year is extremely proud of our Mallory Cup team (men's team) who won not only the AYC, TYA and Area F eliminations but also the USYRU national title. This is the first AYC victory in the Mallory competition and was achieved through much hard work on the part of our team. Join me extending congratulations to skipper Scott Young and crew Doug Kern and Jody Smith for an outstanding success.

In addition to our men's team success our Adams Cup team (women's team) also admirably represented AYC by winning the TYA and Area F eliminations. Their national bid was close but not quite as successful as the men. Congratulations are also in order for skipper Terry Schertz and crew Bonnie Odell, Gail Bernstein and Vicki Holmes.

Meanwhile, back in Austin, please welcome aboard our new General Manager, Wayne McEwen. Wayne has been on the job for a couple of weeks and brings a great deal of enthusiasm and experience to AYC. The day to day operations of the Club will remain basically unchanged with our new manager except that beginning early next year our office will be open on weekends.

Other changes that you may have noticed are the completion of the Cabin 7 renovation. The results of this work are nothing short of fantastic. If you haven't already, stop by and take a look. You'll be impressed. Our thanks are due to Frank Piha, Ralph Jones and Terry Schertz for their diligent and very successful efforts.

Hope to see you at the Annual Business Meeting (12/5) and Annual Banquet (12/8).



FROM THE OFFICE

I'm tired, I'm sore, and I love it...

Anonymous Sailor
(after a race at AYC)

Have you ever felt that way? I have. I'm your new club manager at AYC! My name is Wayne McEwen, and I am deeply grateful for the opportunity to be your new manager.

I am married to Irma Pruneda. We have two children, both girls, aged three and one. I am thirty-one years old and have always lived in Texas except for a few lengthy camping trips to North Carolina, New Mexico, Colorado and a few other states.

The Gulf of Mexico was the first place I went sailing. I was 12 years old. Later on, our family bought a Bristol 24. We put it in Lake Livingston shortly after the lake was full in 1971. After graduating from high school in '72, I attended Texas Tech University. There I served on the Faculty Evaluation Committee, Alpha Kappa Psi business fraternity (a service organization), Bledsoe Dorm swim team, and Kent Hance's Democratic Party campaign for state senator.

In 1975, I moved to Austin where I received my B.B.A. in management from U.T., got married, bought my first home, and discovered I wanted a career in club management. My first club was the Houston Yacht Club where I started as a waiter and ended up as banquet coordinator and right arm to their General Manager for any and all activities.

I have since managed South Shore Harbour Golf Club and Marina and El Campo Country Club.

It is indeed an honor and privilege to be selected as your General Manager. Your comments about your club, and contributions through volunteer work, information, money and time, and friendliness mean so much it's hard to put into words. I appreciate it. I very much want to meet you all and remember your names as soon as possible. Again, thank you and good sailing to you.

Your new manager,

Wayne McEwen

FROM THE RACE COMMANDER

Gail Bernstein

The race committee and rescue boats must have a minimum of two crew members on board when used for AYC hosted events, such as series races, club regattas, fleet races & regattas, Laser races, sailing camps, UT practices & regattas. Please keep this club policy in mind when you are recruiting race committee support. THE RC BOATS MUST HAVE A MINIMUM OF TWO CREW.

MALLORY TEAM

(reprinted from a story in the October 2 Statesman by Lou Maysel)

Scott Young, who skippered the Austin Yacht Club's crew to the prestigious Mallory Cup three weeks ago, says the club's real challenge came in regional competition--from another Austin sailor.

Young and his two crewmen-- Texas student Doug Kern and recent UT graduate Jody Smith--had trouble from runner-up Mark Hallman who is one of the AYC's 450 members but sailed with a Dallas crew because clubs were limited to one entry.

Young says if Hallman's trio had won in the regional round at Oklahoma City's Lake Hefner, that Dallas group might have won the U.S. Yacht Racing Union's national title, sponsored by the U.S. Yacht Racing Union on Lake Michigan.

"It seems like we've got more talent in Austin than probably any club in the country in terms of good sailors," said Young, a 1982 University of Texas graduate who works as a commercial real estate broker. "The Austin Yacht Club is quickly being put on the map as one of the best in the country for sailing."

John Mandell, AYC vice commodore, agrees. "We certainly are one of the more competitive yacht clubs in the nation," he said. He pointed to the club's having a women's crew reach the nationals the last two years in the same J-24 sloops in which Young's crew won and Matt Romberg's current dominance as a junior in the Sunfish class as other top AYC achievements.

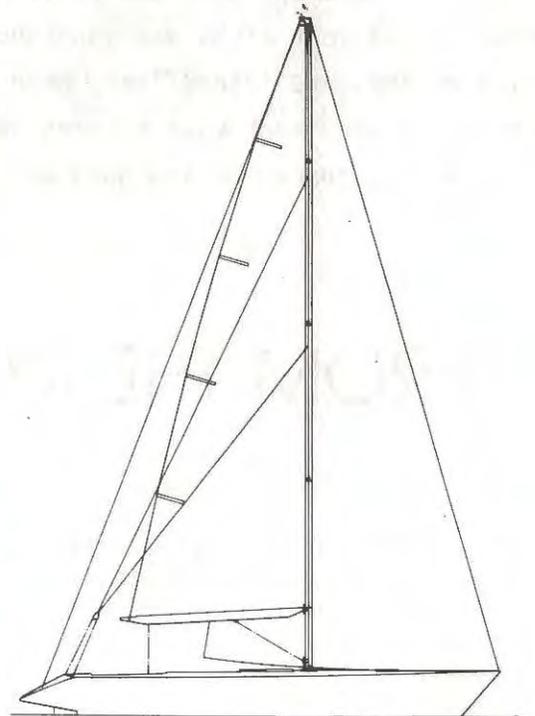
The J-24 competition was strictly a test of sailing skill since the eight crews at the national competition rotated among eight different boats.

Young worked the steering and mainsail, Kern trimmed the jib and spinnaker sails and helped with the tactics, and Smith handled the foredeck, which included raising and lowering the spinnaker, a large sail used only when running with the wind.

The 24-foot boat is ordinarily worked with a crew of four or five. "There's a lot going on, particularly when there's a lot of wind and big waves, like we had at Chicago," Young said. "It puts a real premium on crew work. We were pretty worn out when it was over with."

The AYC crew finished first, fifth and first the opening day and got two firsts the second day when the wind got up to 25 knots and created five-foot waves. They had such a big lead that they played it safe and settled for second, third and second for the last day.

Young and Kern both participated in the Olympic Trials last year, Young's three-man crew getting third in the Flying Dutchman class and Kern and his partner finishing fifth in the Soling class.





ADAMS CUP FINALS

by Dave Bernstein

The last week of August Terry, Bonnie, Vicki, Gail and entourage traveled to Chicago - their second trip in two years to the final round of Adam's Cup competition. This was to be four days of racing and partying they won't soon forget.

The Chicago Yacht Club was an excellent host, both from a social and race management point of view. As Gail has repeatedly pointed out since her return, "They have 60 people on their permanent race committee - all with matching shirts!" Parties and dinners were held nightly and the girls were showered in rugby shirts, duffel bags, Patagonia jackets and the like. Even we spectators were treated pretty well - cruising around on a variety of yachts.

Three races were sailed the first day, and while I don't have the individual race results, our team was in 3rd place out of 8 boats at the end of the day. Other than being a little seasick (Bonnie) the girls were in great spirits at the end of the day. They were ready to go to bed early, get up early, get some Dramamine and get back on the water Tuesday. The rollers they had encountered on Monday were gone Tuesday as was most of the wind. It wasn't their day. (They had too much sleep the night before.) After three more races they fell to 7th over all. Lot's of white knuckles and handwringing.

On Wednesday the team loosened up. There were only two races, but they took first in the last one. It was dangerous. They split with the entire fleet and walked away from them. This was a great way to finish and brought them up to 6th over all.

Two things especially impressed the team about racing at CYC. For a round robin event these were the most closely matched boats any of us had seen. Of the sixty plus J-24's at CYC, the eight best had been picked. All had keels faired to the templates at the same boat yard. All had the water in the sink measured, etc. To top it off, there were eight sets of identical new sails and representatives of both J Boats and North Sails to tune each boat.

The other thrill for the team was a chance to see the 12 meter Heart of America (clipper) up close - inside and out! On Sunday night the girls toured the boat on deck and below. Two of the days when they sailed, the 12 meter was out for practice and sailed nearby during boat changes. Your AYC team actually got a round of applause from Melges' crew after an especially good spinnaker douse!

I think I've said enough. If you haven't already talked to Terry, Vicki, Bonnie or Gail, then do. They have a lot of stories, including one that says they'll never do it again. I'm not so sure though. I think I heard that story last year, too.

THE WIMPS GO TO DALLAS

by Fred Schroth



Some of you may have heard that my car was towed from the premises of Chandler's Landing. This is not because they have no appreciation for fine vehicles. The security system at Chandler's Landing is, however, involved in the plot to stop the wimps.

In the Spring Series, I teamed up with the wimps (Peter Woodrow, Doug Mack) and we did rather well. We set our sights on Thistle Districts and the conspirators, whoever they are, started.

1. Somebody tossed a pothole in the road and Peter fell off his bike and broke his collarbone. At this point, we decided that the Indian Summer Regatta at Chandler's Landing was our new goal.

2. Peter's high school band had to be in Richardson for a game Friday night before the regatta. Now we had to pick up Peter at the game.

3. Woody's trailer blew a tire at 4:30 p.m. in Austin. We switched trailers.

4. The light system in the old Celica gave up. We went to U-Haul and bought a new converter that also didn't work.

5. We called Dallas and asked friends to pick up Peter in Richardson. They blew a tire on the way to fetch Peter.

6. We stopped at an Mpack machine to get trip funds. It dropped the money behind the door and shut down. Because it had registered the transaction, we could not get money at any other machines either.

7. The trailer hitch broke loose on the old Celica and we braced it back on with plywood and two by sixes.

8. Peter's bus broke down in Richardson, but that allowed the folks with the flat tire to catch up with the bus and fetch Peter.

9. Fred and Doug left Austin at 12:30 a.m. to head to Chandler's Landing.

10. In the first race we sailed to the wrong reaching mark along with 13 other Thistles. All but two Thistles were scored DNF.

11. Between races we were passed by a 27 foot cruising boat. Shortly thereafter he crunched the Thistle from Tulsa. We know a miss by a cheap hit man when we see it. This guy wasted a mast and half the side of a boat.

12. We arrived on shore and found our car and trailer missing. They had been towed away for parking over a yellow line. That cost us \$50.00 in towing charges. We now had \$22.00 among the three of us to get back to Austin. (Mpac gave us money Sunday afternoon.)

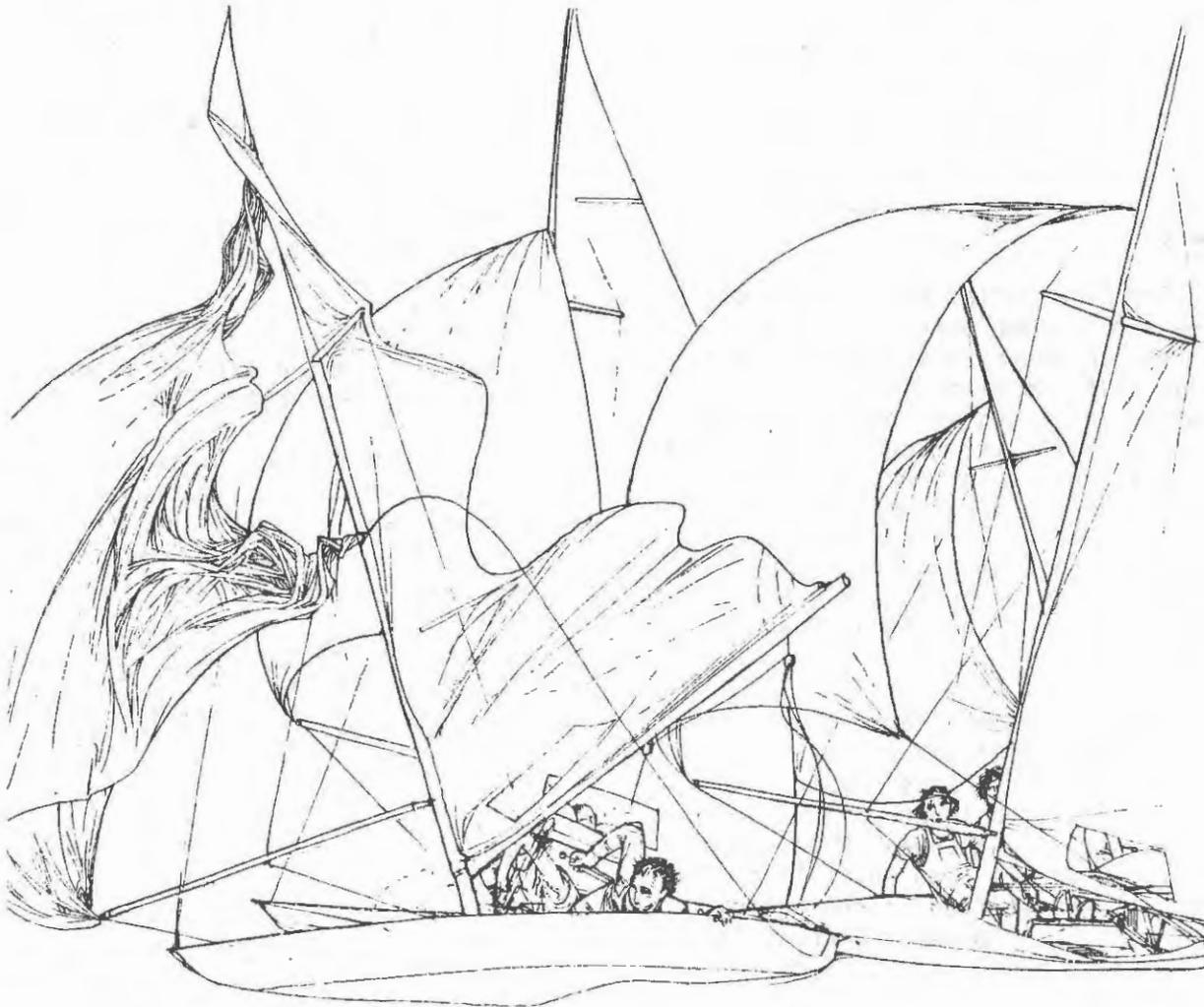
13. Meanwhile, back on the race course, we finally were sailing a decent race. We were fairly close to the front end of the fleet when Fred decided to leebow another Thistle. Fred fell flat on his brains¹ in the back of the boat and our 720 turn ended our threat.

Let it be known that we do appreciate the effort and coordination that you, the conspirators, have put forth. A joke is a joke and we do like our jokes. Let it also be known that we plan to get even. Read here next year about "The Revenge of the Wimps."

Late hold the presses addition:

The new wheels for Woody's trailer have been lost in shipment.
Mistletoe Express is in on the conspiracy.

¹Rump, deriere, rear, tush, butt, tail, buns, seat.



FROM THE FLEETS

Keel Handicap

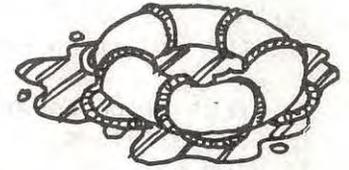
by Dave Bernstein "A" FLEET

Turnout for the Midsummer Series was light - both in number of boats and (unfortunately) wind. However, considering it was August on Lake Travis, things could have been much worse. Even though only 5 boats participated in A Fleet, due to vacations and out of town sailing, there were several things to note. First, a J-35 is a big, fast boat on this lake. Cayenne made an excellent showing under multiple skippers. If boats were scored rather than skippers, she would have won the series. I had the opportunity to sail on her one race, and I can assure you, if you've not sailed on a boat of this size and speed, it's exhilarating. On the other hand, sailing against a boat like this is not necessarily as big a thrill. For the series, Bob Howell took second and Russell Painton first. Guess it'll take more than the Midsummer results to get the 35's handicap lowered.

The Fall Series has seen three races and a group bath as of this writing. However, there are a few things that can be discerned from the results. Bill Draheim can be awesome, in spite of all the funny criss-crosses on the Hobie's main. A J-35 can be beaten and some say maybe the handicap needs to come up, not go down. That may depend on what boat you're sailing. And who says you can't swim and sail? Dave Cheney is leading the series after three races.

Before closing, there is one item I note, looking at the results of these two series. Gene Preston has only raced his boat once. That in itself is not too strange. Mine hasn't been raced at all (and until Taco Breath breaks it free of the bottom it may not be). However, Gene's been out on other boats and those of us who were at the LTCA Labor Day cruise are wondering if Gene's boat is being used

as a concert hall somewhere. The acoustic characteristics of Flo during a violin concert at 8 a.m. on Sunday morning are truly unbelievable.



"B" FLEET

by Rolly Lawson

Believe it or not, August is one of the best months of the year to race or cruise sailboats.

With temperatures soaring into the 100's during the day, I could swear that the sun is going to scrape the roof off of the clubhouse on it's next pass overhead! People turn a bright shade of red even with factor 15 sun-screen plastered all over their bodies.

The wind, when it blows at all, can come from any direction, tempers flare, normally docile skippers take on personality traits usually associated with Captain Bligh, and a cooler of ice seldom makes it through the day.

Minor emergency clinics all over town are swamped with crewpeople suffering from BLACK TRACK BURN.

The Midsummer Series may be the only series of the year when your skipper won't yell at you for dragging a bucket in the water, unless you fail to pour some on his back first!

Yes, August is a wonderful month for sailboats...AFTER DARK...AT NIGHT.. WHEN THERE IS NO SUN...WHAT WERE YOU IDIOTS DOING OUT THERE IN THE DAYTIME?

In the cool of the evening you can count on a nice gentle southeasterly breeze.

Quite often the wind will die completely at sunset, but with total darkness it returns like clockwork and usually blows briskly throughout the night. The temperature is as much as

twenty-five degrees cooler and the moon when it appears seems to have a calming effect on the most obstinate of skip-pers.

The local PHRF group had a Friday night series in August. If you didn't race in it you missed a lot of fun!

Despite the heat, the AYC Midsummer Series had a fair turnout. "B" Fleet was scored as having a four boat average, but I never saw less than four on the line and in at least two races there were six starters.

As usual, the series was dominated by two boats. Tom Lott's Lindenberg 26, WILD TURKEY, and Mary Lou Lawson in her Olson 25, TOUGH ACT, shared all the first and second places.

Again, the series was not decided until the last race. This seems to be the norm in our fleet. Tom had two firsts, a second and a DSQ going into the last race. Mary Lou had two firsts and two seconds.

Although it was not our normal "Tie Breaker" last race, the same situation existed, as whichever of these boats beat the other would win the series and the other would have to settle for second. It didn't matter where they finished in the fleet, only how they finished in relation to each other!

You guessed it! I couldn't stay away! Sunday morning found me scrambling to launch my powerboat (yes, I said powerboat) to grab a ringside seat for the race.

And what a race it was! Tom seemed to have things well in hand right off the start. He chose the favored end and pulled out a two minute lead by the weather mark, (D). Mary Lou chose a better line into the reaching mark (C) and passed him to round over six minutes ahead. It

looked like the race was over, but nobody told Tom as he whittled her lead down to seconds at the next mark (B).

The wind was shifting around and I witnessed several spinnaker sets and takedowns on the leg up to I mark. Mary Lou had shredded her spinnaker on the first reach and each time she took it down it had to be sewn or taped before she could re-launch.

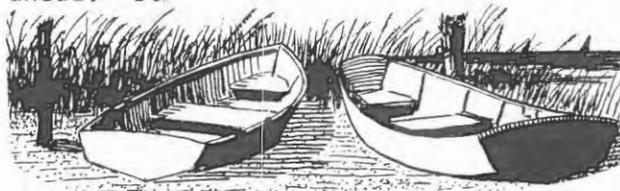
From "B" mark all the way to "I" mark, the advantage seemed to go from one boat to the other. Mary Lou managed to hold her slim lead to the rounding. With the finish line in sight both skippers were going for broke.

The wind was still shifting and they were switching from genoa to spinnaker and back again. Mary Lou seemed to have stretched out her lead a bit, but Tom was gaining again.

As the boats approached the finish line, there was some confusion about how to finish because the line had been moved for the second around-the-buoys start. The line was now parallel to the course and, viewed from "I" mark, all the pins were in line with the committee boat.

As Mary Lou made her decision to take the pin to starboard, she noticed one of the rescue boats picking up the mark. They had the pin out of the water when she yelled that she was finishing. Russell dropped the pin and quickly avoided a collision with TOUGH ACT. Mary Lou said he really looked surprised. Apparently the race committee had not noticed these two "B" Fleet boats so far in front of the fleet!

Mary Lou and crew on TOUGH ACT just barely squeaked out a first over Tom and WILD TURKEY. The final corrected time was only a few seconds.



Although she has tied for first place twice before and lost both tie breakers to Claude Welles, this was Mary Lou's first series win. The way she is sailing this year, I am sure we can expect to see her at the trophy table more often.

Great sailing folks! I sure hope I can get Mary Lou back on the fore-deck for the Fall Series. I'm ready to get behind the tiller again! Let's go racing!

South Coast 21

UNDER COTTONWOOD

by Danny Lien



I need to reorder my priorities. Sunday morning, 9:00, September 29, Arthur and I, by phone, decide not to race. I am talking from the lake yelling into the mouthpiece because of the static. There is thunder from two directions and visible lightning intermittantly flashing through the rain. The fate sealed, I began to restructure the day. A sister-in-law in from Alaska was now to visit at one o'clock instead of during the evening, and the contractor called setting a four o'clock appointment. At 1:10, Duane Dobson calls from the club.

"When are you going to get here?" he asks. "It's almost sunny with a 15 mph southeast breeze."

Duane's breeze was virtually non-existent and was to remain that way until 4:15 when the norther blew in. However, there was a patch of blue now and then, and it didn't rain at the races.

I've heard it said that, of the allotment of time that each of us is given from the Powers-that-be, time which is spent sailing is not deducted from the total. I'm not sure if that always applies, especially to us Type A personalities on the race course. Still

it was an afternoon for racing and I need to reorder my priorities. Thank you, Duane. The fleet needs more like you.

Fall Series is over. Unofficially, Ray is 1st, Duane 2nd. Bob Vasallo singlehandedly showed us the last race day that, given enough wind, a South Coast 21 with lapper is not so slow. Bob Freeman brought out a new face. The name that goes with it is Scott Gibson. The boat is black, number 110 I think, and he's got the bug. Thanks, Bob; welcome, Scott.

As for seamanship...

Do you realize that, if we all had wooden masts, our halyard wouldn't make so much noise slapping in the wind. I just read that in an old Hitchcock. And what's the fuss about that big, big new Red Pepper boat. My boat is red, and my sails aren't dirty with all those yellow streaks.

South Coast 21 Fleet pays tribute to Kristi. She has been nothing but helpful in our dealings with the Board and the calendar. Efficiency is nice; efficiency with grace and humor will be missed.

Ensign

by Dan O'Donnell



After the hustle and bustle of hosting the Regional Regatta and sailing in the Governor's Cup, this fall in the Ensign Fleet has been quiet. Participation in series racing continues to be good with an average of 7.7 Ensigns sailing in the Fall Series and a high of 10 boats sailing in the fourth race.

The Fall Series saw close, competitive racing, and first place was not decided until the last race of the series. Actually, it took the third tie-breaker to declare Tom Kozlowski the first place winner over Jim Baker. Competition in the fleet is increasing

with any one of several boats capable of finishing in the money on any given Sunday.

During the Fall Series, a total of five boats racked up either a first or a second in at least one race. We're looking for an even more competitive Winter Series to cap the season.

Catalina 22

by Steve Pervier



Fall series was supposed to be easier! Intermediate courses, and we didn't have to face the South Coasts. Even the wind would be better! But the shifty Southerly fouled up a perfect Vanderbilt start and we had to catch up.

The RC came to our rescue near D, holding up code flag S with 6 and 7. My crew admitted there was no course symbol at the start, but it made little difference, as we only had a short beat to get the lead. Just then, we heard from ahead, "Shorten course? You can't shorten a triangle! Finish here?? I don't see a finish line!!" It was just enough diversion for us to get inside and cover to the finish!

The Easterly zephyrs of the second race day favored the pin by 25 degrees. As we followed the Start 6 boats to the line, the committee showed us W D C B f on a chalkboard. "Strange," I thought, and circled for another look. I was then amazed to see W D C B L f, the L having been added, I suppose, to get all finishers in the same direction. "What's that last mark, I-underlined?" called a boat. Dead silence! I had fond visions of a second place race turning golden as my first place friend reached off into the sunset! But the vision faded as a D boat covered us at the start while the rest of the fleet got away.

Yet at B mark, we led Calin Popescu (non-spinnaker) narrowly. Now was it just the nature of Calin and his ace tactician Gordon Hamilton to fight to the finish, or didn't they know where L was? We had to cover to the end when - not again - the same D boat appeared, forcing us to tack and break cover! We won, but it was too close. Perhaps that's why my crew said "I sure miss racing with the South Coasts!"

Bill Morack took a good lift in the third race but we once again closed to a short toss at F mark and hoped to gain the lead by D. Just then, I forgot the cardinal rule of spinnaker gybes aboard our boat - "Ease the Pole Downhaul!" We rounded F and headed up to the close reach - then my crew yelled "I Can't get it!" - the pole was being held only by her will to win! Minutes later and 30 boat lengths away, Pandemonium looked like a sure winner, but we almost got him at the finish line!

The last race day had a 90% chance of rain, and we arrived at the club to find three skippers - Morack and Allan (in fourth and third, and anxious to move up) talking with Calin Popescu. Calin wasn't going to be the third boat, and I didn't blame him - it isn't often that a non-spinnaker boat nails down second place in a series, and he deserved it! Being put on the spot, we decided it was best for our fleet average to race and Calin and the others went for their boats.

It was a light air reaching start, with no boat wakes and a wandering breeze. We started late in the rain and Calin did a 720 for barging, leaving Walter ahead and climbing. We reached off a bit, passing everyone to leeward, and getting the header we wanted to cover the fleet. Then the wind died. Though the non-spinnaker boats led at F (Cheryl wanted to keep the chute dry) a tactical error let Walter and Bill go ahead on a puff. Seeing the roll cloud to our North,

we withdrew, furling the main just as the gust front hit. Walter's crew heard the noise and doused the chute just in time! While Seaduction surfed to a sure win, Bill broke his whisker pole, but managed to hold Calin off. That's the first time I can recall Bill not using his spinnaker, but he only had two total crew.

Too bad Calin didn't get his second place, but I know he'll be back to beat more spinnaker boats soon! Bill Morack got third, and Walter Allan felt good about his first place race and second overall. Steve and Cheryl won the series despite a run of bad starts and a big spinnaker snafu. And that was supposed to be an easy series!

Just one more regatta and a Winter series, then it's on to 1986, with the C22 Texas State Championship Regatta here at AYC, and hopefully several boats to the Nationals in Oklahoma. See you there!

Centerboard Handicap

by Teri Nelms

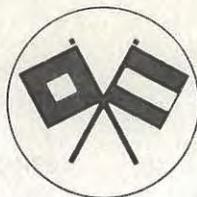
Fortunately for you, I have developed an uncreative writing handicap so you will not be bored with a long article this issue. Actually, I think the entire handicap fleet has developed a case of no-show-itus, with a few NOTABLE EXCEPTIONS. Troy Bangs and Doug Mack have finally been intimidated into sailing daddy's Fireball in an attempt to take me on at my level instead of beating me in a stupid Laser. Well, I guess I showed them. When the first race came around and my crew didn't show, I signed on to drive the 505 for Bob Thompson. Boy has he got nerve. He was, of course, immediately overwhelmed with derision, criticism and outright demands for a

sanity hearing. He bravely answered these unnecessary remarks by saying: "My boat is extremely dirty; what better way to wash it than change the helmsman?..." It's nice to have someone recognize the value of my skill for a change. I'm sorry to say that except for about four "almosts", I did not capsize the boat, and we did win the series trophy. Magnanimous Thompson said "you get the trophy." "Oh, no, Bob, it's your boat." "Yes, Nelms, but you're driving it..." "Yes, Bob, but you're telling me everything to do..." "Well, on second thought..." We finally decided to see what the trophy was and then fight over it. Second place went to Dr. McIntyre in the M20, and the rest of the fleet, Harpoons, Lasers, 420's, etc., had sporadic showings. A disgusting lot of fair weather sailors.

I do appreciate everyone's concern when they noticed my boat laying on it's side in the drysail area. No, it did not fling itself off the trailer to assume a more comfortable and normal sailing position, I TOOK it off the trailer to replace the slot...oh, never mind, you dummies wouldn't understand anyway.

Hopefully, Lakeway will bring out the FD's, the 505 and I'll be sailing the Fireball. Boyd's FD will have the only "regular" crew, as we don't know yet who will crew for Thompson, and I will be stealing one of Painton's keel crew who has a terminal death wish. Hope to be able to see you all out there through the spray of our thundering bow wakes.

The bad news is, Bob Thompson is leaving us. He and his wife, Sandra, are moving their architects office to Temple, Texas. Bob will really be a loss to all of us because now we'll have to learn to read the wind shifts all by ourselves instead of just following the 505. Many times will



you hear from all of us..."well, it just doesn't look any good over there, where's the 505?..." Boyd's inconsiderate comment was "Aw, naw, there goes all the real competition!" Thanks a lot. Bob, we hope you'll continue to show up here for some racing, or better yet, you'll get business closer to Austin and come back to stay. It's hard to make generous wishes of "goodby and good luck" when you're losing somebody you'll miss.

So much for being uncreative. See you somewhere on the way to the weather mark at wave-top level.

Only a **Laser** is "just like a Laser".

LASER

by Fred Schroth

We don't have any organized results this time around. We did some rather different things with our Wednesday night outings. One of the weeks we used permanent marks and rabbit starts. Another week we had an all out cheating contest. Both of those weeks had their share of laughs.

On September 18, the U.T. Sailing Team was holding eliminations for a singlehanded team event. Paul Foerster ran the races and we had a number of U.T. team members sailing with our Wednesday gang. It was blowing from 12 mph up to way too much in the gusts. We managed five or six short races. The following folks each managed to finish 5th or worse in at least one race. Dough Kern, Jody Smith, Dave Maguire, Keith Andrews, Danny Wight, Fred Schroth, Scott Young, John Schmidt, Bill Tita, and there were others. It was a night that makes all the bad ones worth the wait. We sailed till well after dark and then went to shore and made wild plans for future weeks, winter Saturdays, regattas, etc. Some of those things will happen.



Wurstfest is pushing the Laser Fleet this year. Hopefully a bunch of Austin boats will make that regatta.

If you are willing to help out on the Easter Laser Regatta next year, please call Sally or Fred (447-6585). We have letters to write, mailers to produce, envelopes to stuff, flags to sew, food to organize, "T" shirts to design and print, etc. A few hours spent on what were already dreary winter afternoons and evenings would really be appreciated. This year we need help. There is much to do when you expect 100 boats.

Coronado 15

by Susan Ode11

As the temperature drops and the lake begins to rise, we dinghy sailors realize that we are nearing the end of yet another exciting racing season. Don't get your knitting needles out yet, however, because the annual Wurstfest Regatta is just around the corner. Boats are expected to participate from Dallas, Houston, Oklahoma, and an inevitable strong showing from the Austin fleet. Plan to come to the last big regatta of the year on November 2 and 3, and you will certainly find both the competition and the entertainment to be worthwhile.

Have you been wondering why your mainsheet won't hoist your jib? If so, you need to come to the next fleet meeting on October 15. Here we will show slides of local boats and discuss the pros and cons of the rigging on each. We'll start with the traveler, mainsheet, and jibsheet, and cover different areas in subsequent meetings. Now is the time to ask any questions you may have on rigging, so that you will have all winter to get your boat geared up for spring.

This meeting will also be a good time for everyone to come out and meet our newest fleet members, Bob and Linda Netterville, Paul Bunn, and Kathy Kubick. Welcome aboard!

Once again the annual Fleet 34 Thunderduck award party proved to be a gala affair. The evening began with fine food and music and quickly progressed (regressed?) to the business at hand: choosing that fleet member who warrants the dubious distinction of receiving the Thunderduck trophy. The nominees for this award have only one thing in common: They have blundered their way to C-15 stardom by committing an act that is laughably stupid. Who is this year's winner? None other than the newly married Susan Odell. Her blunder? Of course! Marrying David Odell! (These people are ruthless ladies and gentlemen.)

On a more serious note, Fleet 34 is about to lose two of the most active, fun-loving and caring people in the state. They have supported the fleet for years and their dedication has been contagious to all of us. Thanks for everything, Kristi and Dale. We're really going to miss you!

I look forward to seeing everyone at the Wursthfest Regatta, and don't forget the fleet meetings on the third Tuesday of every month!

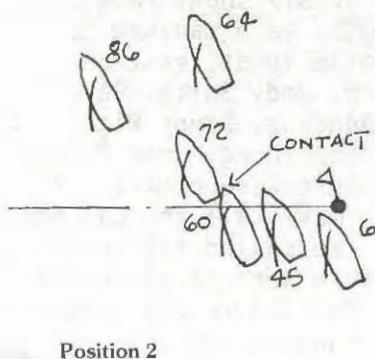
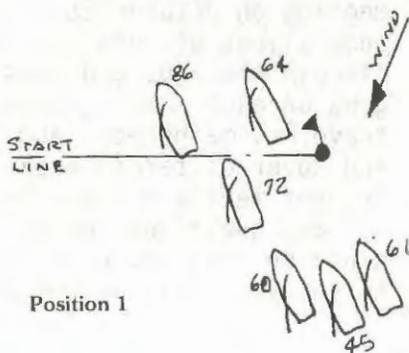
Rules Quiz

YOU BE THE JUDGE



Appeal #60 from "The USYRU Appeals Decisions"

The facts as reported by the Race Committee were that six yachts on the starboard tack were starting near a mark to be passed to leeward as shown in the diagrams. Yacht #60 overtook #72 and collided with her transom and was protested for infringement of rule #37.2, "A yacht clear astern shall keep clear of a yacht clear ahead." The Race Committee disallowed the protest on the ground "that #60 attempted to avoid the foul" caused, in part, by yachts #45 and #61 as windward yachts failing both to keep clear of



her, a leeward yacht, as required by Rule 37.1, and to respect her rights under Rule 42.4, the anti-barging rule. The decision disallowing her protest was appealed by #72.

As part of the same incident yacht #60 protested #45 and #45 protested #61, both based on the infringement of rule 42.4, the anti-barging rule. The Race Committee, acting in accordance with Rule 72.2, Refusal of a Protest, refused to hear the protests because neither yacht had complied with the requirements of Rule 68.2, that a protest flag be shown at the first reasonable opportunity and kept flying until she has finished. It was found that #45 had shown a flag following the incident but it had blown overboard and neither she nor #60 were flying a protest flag when they finished.

DECISION OF THE APPEALS COMMITTEE:
As shown in position 1 of the diagram, #60 was overtaking #72 and while clear astern was obligated by rule 37.2 to keep clear. This she could readily have done in the existing circumstances by heading to leeward of #72. Since she did not do so and struck #72's transom she infringed Rule 37.2 and accordingly the disallowance of #72's protest against her is nullified and #60 is disqualified.

The decision of the Race Committee refusing to hear the protest of yachts #45 and #60 was correct, but is open to further consideration. The Race Committee reported that the owners of #45 and of #61 were present and participated in the hearing of the protest of #72. On the basis of the facts and information considered at that hearing, yachts #45 and #61 forced room at the starting mark from #60, a leeward yacht,--room to which under the anti-barging rule 42.4 they were not entitled--and pursuant to the authority conferred by rule 74.4, they are disqualified

for infringement of rule 37.1.

End of the appeal. It is a short protest/appeal, but it has lots of good stuff in it. For instance, yachts #45 and #61 should have been disqualified at the hearing; however the Race Committee overlooked that fact. Of importance here is that #45 and #61 were at the hearing. See rule 71.1.

Another item to be considered is the "lost protest flag." Telling a Protest Committee that the flag fell overboard is a bit like telling the teacher that your dog ate your term paper.

Finally, #60 sailed into a no-win situation. She would have been better off to have ducked #72 early in the start. After all, she wasn't going anywhere sailing in #72's dirty air.

regatta

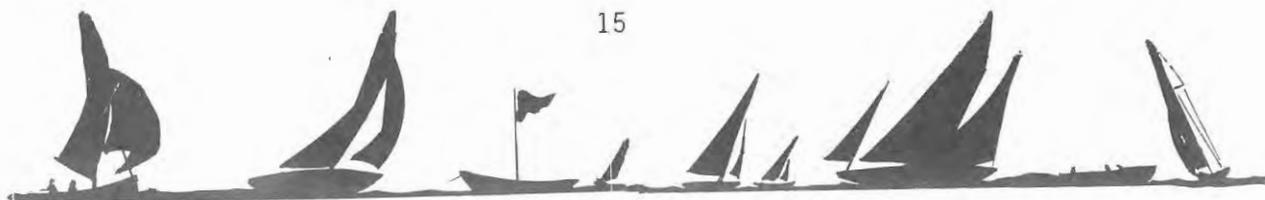
WURSTFEST REGATTA

LCYC extends a hearty "WELL DONE" to the Austin Yacht Club and its team of Scott, Jody and Doug for winning the 1985 USYRU Mallory Cup Finals.

We also extend a warm invitation to our friends at Austin Yacht Club to come sail in our annual Wursthfest Regatta. Centerboards, boardboats and sailboards will sail on Nov. 2-3 while the keelboats and multi-hulls race on Nov. 9-10. If wind conditions permit we will have much longer races for the keelboats. The lake level is near normal which should make launching your keelboat easy---so come to LCYC to race, campout and enjoy Der Wursthfest Regatta ----Wunderbar!

Race Notices and registration forms are available in the AYC office.

Al Alyn



SERIES RESULTS

FALL

PHRF A

1	Bill Draheim	Hobie 33
2	Dave Cheney	J 29
3	Rick Smith	J 29
4	Bob Tesch	J 29

PHRF B

1	Claude Welles	Cal 9.2
2	Tom Lott	Lindenburg 26
3	Mike McLemore	S2 7.9

PHRF C

1	Steve Hidell	Creekmore 22
2	Bill Records	Pearson 26 OD
3	Walt Dwyer	Pearson 26 OD
4	Dave Wahlberg	Kiwi 24
5	Terry Cox	Holder 20

PHRF D

1	Wayne Carelock	Mustang
2	Ralph Jones	Ranger 22
3	Bob Pillmore	Ranger 22
4	Ken Fossler	SJ 24

CENTERBOARD HANDICAP

1	Terry Meyers	505
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SOUTH COAST 21

1	Ray Shull
2	Duane Dobson
3	#161
4	D.Lien/A.Talley

ENSIGN

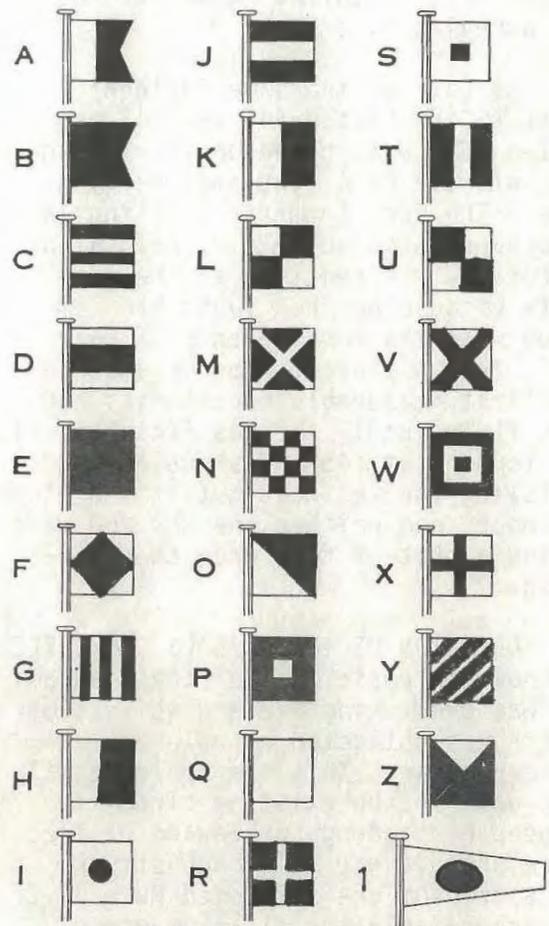
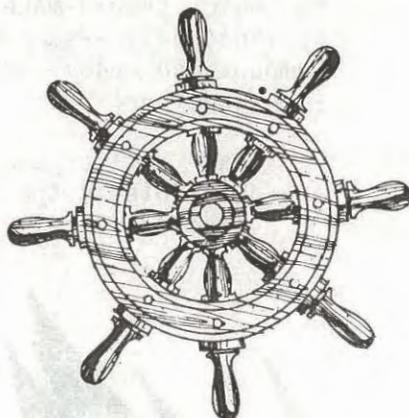
1	Tommy Kozlowski
2	Jim Baker
3	Harold Neel
4	Sam Humphrey

J 24

1	Wayne Ashby
2	Jane Ashby
3	Dave Broadway
4	Bob Kieras

J 22

1	Craig Holmes
2	Doug Woodward
3	Mark Rylander



CATALINA 22

1	Steve Pervier
2	Walter Allan
3	Bill Morack

C-15

1	John Mandell
2	Bill Snead
3	John Mack

THISTLE

1	Ed Halter
---	-----------

MERIT 25

1	Steve Bangs
---	-------------

REGATTA RESULTS

FALL



CENTERBOARD HANDICAP

1. Teri Nelms/ Fireball
2. Fred Schroth/ Thistle

HARPOON 5.2:

1. Tom Eason (3 bullets)
2. Randy Baylor

CATALINA 22/ NON SPIN:

1. Gary Payne
2. Calin Popescu

CATALINA 22:

1. Bill Morack
2. Bill Word

MERIT 25:

1. Steve Bangs (3 bullets)
2. Kirk Livingston

SOUTH COAST 21:

1. Ray Shull
2. Jimmie Fontenot
3. Duane Dobson

J 29:

1. Bob Tesch (3 bullets)
2. Rick Smith

J 24:

1. Jody Smith (3 bullets)
2. Pete Shough
3. Beverly Cherico

PHRF D:

1. Paul Horton/ Mustang 22
2. Pichard McLarnon/ Col 8.3
3. Larry Roberson/ Merit 22

PHRF A/ NON SPIN:

1. John Vance/ Pearson 26
2. Caroline Howard/ Cal 9.6
3. Doug Caroon/ Merit 22

PHRF B/ NON SPIN:

1. Steve Wolford/ Catalina 25
2. Dale Stuemke/ Hunter 22
3. John Penrose/ Col 26T

ENSIGN:

1. Sam Humphrey
2. Jim Baker

PHRF B:

1. Roy Newberry/ Ross 780
2. Jim Draheim/ J 22
3. John Barnett/ Holder 20
4. Tom Lott/ Lindenberg 26
5. Doug Woodward/ J 22

PHRF C:

1. Bill Records/ Pearson 26
2. Steve Hidell/ Creekmore 22
3. Tim Erwin/ Pearson 26
4. Gerri Ewing/ S 2 6.9

RACE TO LAKEWAY CENTERBOARD TROPHY-----Fred Schroth/ Thistle
RACE TO LAKEWAY KEEL TROPHY-----Paul Horton/ Mustang 22
OVERALL LAKEWAY TROPHY-----Roy Newberry/ Ross 780



The Austin Yacht Club

CORDIALLY INVITES YOU TO ATTEND THE

Annual Banquet

SATURDAY, DECEMBER 7, 1985

TRACOR BALLROOM 6500 TRACOR LANE

6:00-7:00 - COMPLIMENTARY COCKTAIL HOUR

(CASH BAR THEREAFTER)

7:00-9:00 - DINNER FOLLOWED BY AWARDS PRESENTATION

9:00-1:00 - DANCING TO THE MYRA SPECTOR BAND

\$19.00 PER PERSON

R.S.V.P. - 266-1336

BY DECEMBER 2



THE MOTHER DOG AND MOAN COLUMN

or

The Quest For The Blue Duck Goes On...

by Teri Nelms

Some of us just get all the breaks. Lucky or un- is yet to be determined. I recently heard third-hand, and then confirmed it by two reliable first-hands, that there were a few mentionable problems involved in the recent pre-sale activities of the club's one and only Express 27. It probably began when Church denied ownership of the boat when the tax office called. When they called Hap to confirm this, his reply was "well he lied..." So right up front we have a repossession case on our hands and a potential buyer just around the dock. While I am told that the taxes really have finally been paid, the pre-sale clean-up of the boat is what actually caught my attention. It seems that Hap, with his semi-fluent Tex-Mex, took one of his Damp backs out to the club to carefully sand the patch spots on the boat that had mysteriously appeared there after every time that Hap ever took the boat out. With care and great attention to detail, Hap explained to the Damp the meticulous method to be used in sanding down the patches. Confident that he had understood the instructions to "Rubbey usted aqui," Hap abandoned the worker at the job site and proceeded on with his list for the day. At some time late in the day, he remembered that he had to return to the club to pick the guy up and take him home. Upon his arrival, well, imagine his amazement when his work-weary eyes rested upon the new matt-finish on the entire bottom. Best described by it's other co-owner, Trenton Wann, it was "a work of art, indescribable beauty in craftsmanship, etc." While the Damp back is reportedly being drug back to Mexico behind a very slow burro, an un-named party managed to polish out the rough spots before the new owner arrived to claim the boat. Perhaps the partial moral to the tale is a combination of "never disclaim ownership and do all work yourself..." Of course, in this case you consider the source(s) and the joint venture Express was very lucky to be bought out alive.

I am pleased to report that the addition of keelboat launching to the centerboard ramp continues to amuse and amaze us hand-launchers. I think we have been most impressed this summer by Carl Morris's "Speed dump." Carl waited patiently in his van while his crew prepared to launch, arguing over whether to put the cable on the van at the top or the bottom of the ramp. The louder crew member won the argument, (and has still not come forward to be identified), when he said, "you do it at the top 'cause it's easier, dammit!" Well, that's fine, except that "whoever" forgot to hook the cable to the van as the boat began its slow journey down the ramp. The speed increased from zero to ten in 5 seconds, (eat your heart out, Ferrari owners), and then catapulted from the trailer with skillful abandon. Luckily, no kids were standing around the ramp, the walkway was out of the way and the only damage was to the people on the dock with their mouths hanging open who nearly drowned in the wake. Attaboy, Carl! - who never took his eyes off the rear-view mirror during the entire operation. All you keel boat owners who dry-sail need to consult with Carl on proper "Speed dump" launching 'cause it sure cuts down the delays on the ramp. All the yelling and screaming and cussin' is the part that needs the work.

In the last issue, brief mention was made of a "certain J35" running over its own sailboard. After extensive investigation, I have finally uncovered the source of the problem: Yes, it is true that Rod "Sail-and-Ski" Malone was driving the boat when one of his own rental sailboards had the misfortune to crash and float in the middle of Rod's course. Although no one was innured, other than certain egos, the

fault lies in forgotten equipment. Accidentally overlooked in their anxiety to get to the starting line on time, Rod's two phone books lay back on the rigging dock at the time he needed them the most. Without those, he could not possibly have seen over the side rail of the boat to even see the water, much less a downed sailboard. Someday, Rod, you will learn to take that Coke case with you at all times - it's a lot easier to carry than two phone books, and you can store beer in it - you can be sure no one will leave that on the dock.

In concluding this article, I think all of us should take to heart a recent quote by a forgotten author who said, "You should always treat a disaster as a triviality, but never treat a triviality as a disaster." I have never seen so many trivialities in one place at one time...

Tall Tales



SPECIAL REPORT

AUSTIN YACHT CLUB SPORTS CAR ASSOCIATION

by Teri Nelms

All ye runners of the road, listen up. I need some serious input on the next road rallye. Some people have expressed a desire to do another one "tomorrow" while others have the feeling that more than one a year would be overkill and cut down participation. Our first one was held in July when there was no sailing scheduled, little wind, hot, etc. The next most likely time for a bi-annual would be in January when there is no sailing scheduled, little wind, cold, etc. Due to the amount of work involved in putting one together, we have to count on a good turnout to make it worth our time. I mean, Bonnie and I are just CONSTANTLY busy with all our social schedules so we have to really PLAN AHEAD. Keeping in mind that ski trips appear in January, those of you who are interested in another good rallye please give it some thought and give Bonnie or me a call, or call the office, or yank us aside on a Sunday afternoon and tell us what you think. Our motto: "Quality, not quantity" needs support. Thank you for your prompt attention to this matter and keep those R.P.M.'s turning...

Oh, yea, before I close, I would like to dispel a recent rumor that David Bernstein is going to be the rallye captain since he owns, and wears, that disgusting green rallye hat which he bought on the last race. This is absolutely not true, unless he agrees to wear the flaps in front, and even then it's highly unlikely that those of us "in charge" could stand to look at him. Let me put it in words you can understand, Bernstein; if the phone doesn't ring, it's me...



IMPORTANT ADDITION TO THE AYC CULTURAL AND ATHLETIC TRAINING PROGRAM

Nelms again

Ya'll probably don't know this, but AYC has a new training facility now open to its members at no additional membership cost. We (?) are proud to announce the opening of "JohnBob's Dancehall and Sail Loft." Yes, my fellow members, JohnBob Bartlett has graciously agreed to abandon his sail loft for evening dance classes conducted by Dennis "Twinkey Toes" Awbrey. The main theme is country western dancing with a heavy emphasis on all them tricky turns that everybody seems to be able to do with such ease. Basic instruction in the two-step, polka, waltz, etc. is also available for rank beginners.

Our rankest newest beginner, old JohnBob himself, was recently tied to his sewing machine on a spinnaker sheet and taught to do the two-step. All he could say was "Gosh, that was really far out!"

All this dance instruction will allow us to all look as good, and hopefully better, than old Fast Eddy Halter, the current Yacht Club Dance King. Your days are numbered, Fast Eddy. You better slip on by yourself and learn the Fort Worth Shuffle before you get lost in the dust. Visiting yacht clubs will be simply overwhelmed with the level of expertise that is soon to be demonstrated at regatta dances.

Of equal importance, many dance steps can be directly applied to crew work on your boat. Foredeck crew will especially appreciate Twinkey's now perfected "South Texas Pirouette" to be used to return from the foredeck to the mast, using a movement pattern which will prevent tripping over the downhaul/foreguy/genoa sheets and can be done in only 2½ steps! The equally

clever and graceful "swing-out-whip-back" step can be devastating when combined with a port roll-tack at the jybing mark or when directed at a big-boobed blonde at a bar stool.

Twinkey, who is very serious about method-teaching, confides to us that the main secret to looking good on the dance floor is to "keep smiling at all times and no one will know when you screwed up." He also feels it is important to know what to do and when to do it, whether you are sailing or dancing. "Knowing how to put the spinnaker up is important, but it is equally important to know that you should not put it up on the weather leg - unless the Catalina 22 fleet has set the course. Similarly, on the dance floor, you would never use a polka step to waltz music - unless you're smiling." Twinkey has many, many more pithy sayings and dancehall advice, but I'll save it for you to hear first hand. A special session on "resisting advances, or holding them off at the mark" will be taught to the ladies by Nelms, who, believe it or not, has had some experience in that area.

Now, to the serious part. You probably think this is just another

one of Nelms' dumb articles to kill space in the Telltale. Well, that's the same thing the Board and Steve Vaughan said when I put together the Road Rallye - and who can forget that!? Anyone who wants to learn some neat new dance steps, and then go with us as a group to "take it to town" should call either Nelms or Awbrey or JohnBob's (for Gawd's sake, ask for Loretta, NOT JohnBob) and we will begin scheduling Wednesday evenings in late October or November for classes. If another weekday is preferable for a majority, let us know. As is typical of all activities, some equipment is necessary, but you need not bring it to class. Hats are optional, boots must be left outside, so wear socks without holes and be sure and say "Howdy" when you arrive at the door.

Some day you'll all be grateful to me for arranging this special opportunity to broaden your horizons. With just a little help, you will learn to pick up boats on the weather leg and pick up chicks in town. Thank you, Nelms...



parting shots

Thanks to:

Vern Harris.....Mid-Summer Series Race Management
Dale Edwards.....Mid-Summer Series Buffet
Steve Bangs.....Fall Series Race Management
Jan Brewer.....Fall Series Buffet
Jim & Caryl Smith.....Flat Belly Film Night
Carolyn Mack.....Proofreading the new Handbook
Terry & Patty Meyers.....Fall Regatta Chairpersons
Tommy Kozlowski.....Fall Regatta Race Management
Jennifer & Bill Draheim.....Labor Day Youth Regatta Chairpersons
T. Wann, R. Painton & V. Maki.....Thankless Harbor Committee Meeting
Vern Harris.....Team Championship Race Management
Jack Downing.....Invaluable help on Team Championship
Loan of boats for Womens Team Championship.....Don Gray
Tom Eason
Jim Spano
Glenn Byus
Charlie Musta

Whoops:

LETTER TO THE EDITOR:

Dear Kristi:

I think you've gone far enough with your little joke about leaving us. You didn't need an EXCUSE to marry Dale and quit living in sin, we would have all understood.

I also think it was dumb of you to let Mandell carry it so far as to say that the new manager would have "big shoes to fill." HA! We all know the line was supposed to read "he's got a big bra to fill..."

Enough is enough. You can't leave because no new manager in his right mind would print the junk I write and I know you only do it because you feel sorry for me. Yes, it's a "mercy-print."

Besides, what will I do for a best friend?...

Missyoulove,tneImS

And the Winners Are:

Sarah Baker.....Youth Singlehanded
Champion

Matt Romberg &.....Youth Doublehanded
Connie Niemann Champions

Greg Schertz &.....Mens Team Champions
Craig Holmes

Linda McDavitt &.....Womens Team Champions
Pat Halter

and

Scott Young &.....1985 USYRU Mallory
Doug Kern & Champions
Jody Smith

Special thanks to COORS BEER and CAPITOL BEVERAGE for sponsorship of the 1985 Fall Lakeway Bound Regatta

-and-

YUNNAN DYNASTY for catering the Fall Series Buffet at their cost.

ATTENTION AYC MEMBERS

We need your help. Recently the Race-to-Lakeway Center-board Class Trophy Plaque was lost.

Below are the names of the winners as best we could recall.

If you have information to help reconstruct our plaque, please let us know.

Thanks.

Office number 266-1336 or 266-1897

1985	Fred Schroth
1984	Alston Boyd
1983	Bob Thompson
1982	Bill Lane
1981	Martin VanWolfswinkel
1980	Wilson Smith
1979	Dale Edwards
1978	Alston Boyd
1977	Jerry Pearson
1976	Brian Schuller
1975	?
1974	?

