

Nov. 86

# Telltale

AUSTIN \* YACHT \* CLUB





# AUSTIN YACHT CLUB

5906 Beacon Drive  
Austin, Texas 78734

## AYC Officers

Commodore-----	John Mandell
Vice-Commodore-----	Trenton Wann
Secretary-----	Walter Allan
Treasurer-----	Gail Bernstein
Race Commander-----	Greg Schertz
Buildings and Grounds Commander-----	Jim Turpin
Fleet Commander-----	Russell Painton
Immediate Past Commodore-----	Steve Vaughan

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Centerboard Handicap-----	Teri Nelms
Coronado 15-----	David Odell
Ensign-----	Dan O'Donnell
420's-----	Keith Andrews
J-22-----	Steve Brown
J-24-----	David Broadway
Keel Handicap-----	Barry Bowden
Class A-----	Bob Tesch
Class B-----	Dan Wight
Class C-----	Bill Records
Class D-----	Ralph Jones
Laser-----	Fred Schroth
Merit 25-----	Kirk Livingston
South Coast 21-----	Gregg Garrett
Thistle-----	Greg Porter

Business Office 266-1336  
Clubhouse 266-1897



NOVEMBER



FROM THE COMMODORE \_\_\_\_\_

On behalf of the Commodore and Austin Yacht Club Board of Directors and General Manager we would all like to say unanimously and without exception a very big

## THANKS

to the members of Austin Yacht Club and that we all enjoyed serving you in 1986!

Commodore	John Mandell
Vice- Commodore	Trenton Wann
Secretary	Walter Allan
Treasurer	Gail Bernstein
Race Commander	Greg Schertz
Fleet Commander	Russell Painton
Buildings and Grounds Commander	Jim Turpin
Past Commodore	Steve Vaughan
General Manager	Wayne McEwen

Thank you.

Commodore John Mandell is on vacation

# AMERICA'S CUP CHALLENGE

# FROM THE EDITOR



--The ALL HANDS ON DECK program was a large success with a 55% turnout. One important reminder to slipholders is to be sure there is not any rope or string left dangling in the water that is attached to the steel. This causes the steel to be sliced by the rope or string acting like a wick and causing the steel to break which then causes some expensive welding repairs. Your help in helping the staff watch for cracks and dock work is greatly appreciated. All the hands that have helped with the foam attachment did an outstanding job and my thanks are with you.

--If any one has a throw rug they would like to donate to the club for the interior of cabin 3 and cabin 6 please bring it out.

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 GARY GRUDNITSKI, BILL RECORDS, KATHY  
 PILLMORE  
 BULLETIN BOARD-----CURTIS TARPLEY

# AYC CHAMPIONS

MENS  
 SINGLEHANDED-----MATT ROMBERG  
 (defending champ)

WOMENS  
 SINGLEHANDED-----LINDA MCDAVITT

WOMENS TEAM-----LINDA MCDAVITT,  
 PAT HALTER, ML PAINTON

MENS TEAM-----CRAIG HOLMES,  
 SCOTT YOUNG, G. SCHERTZ

## C O N G R A T U L A T I O N S

Thank you to Steve Bangs for  
 Singlehanded race committee.  
 Thank you to Dave Hilfer for  
 Team race committee.

# UPCOMING EVENTS.....

## WINTER SERIES

October 26 - November 23

**SCOOT  
 your  
 BOOTS**

**November 15**

Annual Business Meeting -----December 4th

Annual Banquet -----December 6th

# TEXAS CHALLENGE CUP 86

An Up to the Minute, On the Scene, Report from The Mouth from the South, Fred S.

Following are quotes from Scott Young, introducing the crew during his third place filibuster at trophy presentation at the Texas Challenge Cup, 1986.

"When we received the invitation to enter this regatta, and I was asked to assemble a team, I decided to simply find the best four Soling sailors in the club and head to TCYC. I asked around a bit, and it became apparent that no one else at AYC had ever set foot in a Soling. This made matters a bit more difficult, but I simply asked the best sailor in the club, John Bartlett, 'What can you say about the tactician on the top J-24 of the Texas Circuit, Mike Haggerty.'"

"The next fellow confessed to me on the way to the start line for the third race that he had never helmed a keelboat in a race before, C-15 sailor Greg Schertz."

"And last but not least, the Mouth from the South, Fred Schroth

The Texas Challenge Cup was a three race series hosted by Texas Corinthian Yacht Club. The object of the hosts was to get each yacht club in Texas to send a team. Each team was to have 5 sailors. Two men were to crew in all 3 races and each skipper sailed one race and watched the other two.

The AYC team was not particularly experienced either sailing together or in Soling sailing. Scott had sailed a few regattas as a crew and nobody else had sailed the Soling at all.

When we arrived at TCYC, Scott started working. While the rest of us fought over who got which bed in the cabana, Scott borrowed the Danish built Soling, the light air Boston jib, the heavy air Melges Jib, the zero stretch spinnaker sheets and two mainsails to check out. Scott terminated the fight over the biggest pillow by taking it himself and then taking us out to the boat to rebuild it. We spent the next two hours rerigging the boat, destroying a case of duct tape, wasting black magic markers, and correcting the tensions of every shroud. We went for a five man practice ride and determined that Scott would stay on the boat all the time in the front, Fred would be middle crew and John, Mike and Greg would steer.

Saturday morning we started out early to try to tune the boat with Scott, Fred and John aboard. Fred soon learned that the best thing he could do was to WATCH. Conversations were similar to the following:

FRED: Wow, that looks great!

SCOTT: John, that's awful!

JOHN: Think we should put the battens in?

or

FRED: It sure looks like it's too full.

SCOTT and JOHN: Too flat, let's straighten the mast a bit.

or

FRED: Boy, this sail looks PERFECT.

SCOTT: This sail's a piece of junk.

JOHN: Let's try the other one. It has to be better.

After this practice session, Fred had learned to say things such as "Keep it driving, John," and "Yup, it sure does.....(fill in blanks with John or Scott's last statement).

The races came a bit too early for Austin Yacht Club. We finished tuning the boat in Race #1, about halfway through the race. John tacked into a safe leeward position on another club, tightened the leech a bit and gassed them. John's face lit up in a big grin and he announced "I've got it." We rolled by a few more boats but we ran out of race course with TCYC and Fort Worth Boat Club still in front of us. It should be mentioned here that TCYC had Rossie Haile's 1984 Gold Medal Soling and Fort Worth had Brodie Cobb's 1988 Olympic Campaign boat.

Mike got THE start in Race #2. He also hit every lift, sailed only in puffs, and rounded the buoys as they swung toward the inside on their anchor rodes. Before the 2nd place boat finished, we were already out practicing for race # 3 with Greg at the helm.

We were over early in Race #3, but it only made it more fun for the spectator boats. We restarted over 100 seconds late and still caught boats on the first weather leg. As it turned out, our decision to cover Fort Worth and let TCYC go cost us the regatta, but we had a great time anyway. All of us wish to thank AYC for allowing us the opportunity to represent the club.

**way to go guys!**

## PHRF NEWS

The Keel Handicap Fleet of AYC is becoming a member of USYRU-PHRF. This is being done primarily so that the rating committee can be provided by the Austin Yacht Club. At the annual meeting of Lake Travis PHRF in July, it was agreed that the rating committee formerly provided by Lake Travis PHRF would be moved to the Austin Yacht Club where it will be a part of the Keel Handicap Fleet.

In order to provide an orderly transition, the rating committee will keep the same members and follow the same procedures it has in the past. Rating committee rules and procedures to be followed after January 1, 1987 have been documented and are posted on the race committee bulletin board at the club. The rules and procedures are essentially the same as they have been. Changes were made only to reflect the committee being part of AYC, rather than PHRF of Lake Travis.

The committee members during this transition are; Tom Lott-Chairman, Ray Lott, Dave Hilfer, Jim Draheim, Trenton Wann, and Carl Vernon. New members will be selected in January. Copies of rating committee procedures and rules can be picked up at the AYC office.

Meetings of the rating committee for the remainder of this year have been posted on the race committee bulletin board.



**USYRU is  
the organization  
for today's  
sailors—**

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# J-35 NATIONALS

As Reported to Carol Tesch, by Rod Malone

J-35 Cayenne's skipper Rod Malone and owner James Cowden recently packed up their sails and took off for a week in Maine for the J-35 Nationals. Their destination was Falmouth, Maine, where they chartered a boat named Combat Zone - named after the red-light district in Boston.

I talked to Rod recently about this trek, and he filled me in on all the details. He said the location was perfect for this event. Falmouth is a very quaint, very old community. It was filled with busloads of people who were travelling through looking at the spectacular fall foliage. The weather was perfect - 45° in the morning heating up to 65° in the afternoon--sunny--no rain--nice, reasonable winds--conditions very favorable for inland lake sailors (the AYC team was the ONLY inland lake team attending this regatta). SOOOO, if the conditions were so great--how come AYC's finest J-35 team finished 11th out of 17th. Well, I got it straight from Rod and here are his excuses, I mean, explanations.

There were 17 entries--5 charters and the rest got there by their own steam. One boat sailed from Chicago. There were 2 Canadian teams, 1 team from Puerto Rico, 1 team from Seattle, and the remainder were from the Chesapeake area. All but 5 teams had sailed in J-35 competition in the past--our team hadn't.

In the first race, the first start resulted in a general recall. Apparently, according to Rod, everyone thought they were on Lazars and everyone was trying to be on the short line, in the same place, at the same time. It was pretty exciting. In this race the AYC team finished 10th. In the second race they finished 5th. Here's the good part: The third race was sailed in the strongest wind. They were third to the weather mark, their downwind work was great and they finished this race with a bullet. Their spirits soared! The boys (and girls) from Austin couldn't be beat!

Rod got off to a good start in the fourth race, had a good weather leg and was set up to be one of the first three boats around the weather mark. It was at this point that Rod said, "Guys, I think we're going to win this race, too." As Rod said later, "I shouldn't have said that. It was like putting a curse on ourselves." The wind immediately shifted 120°, and boats behind him were popping their chutes in their own private wind, and Rod ended up DFL around the mark. He managed to pass 4 boats working the next leg, but got caught out in the middle of the course in a 2-1/2 knot current, when everyone else was in shore, and--well--they could never pull themselves out of this deep hole. The race ended with our AYC stars in a humiliating last place. They sailed to 8th place in the 5th race.

That's how they ended up 11th overall. That 4th race really was really devastating to their overall standing. Anyway, Rod said the experience was great and they all had a wonderful time. By the way, at the official regatta party, their meal consisted of TWO boiled lobsters, among other assorted devine seafood.

Rod said the crew work during these races was great, and he gave lots of credit to the crew who went from AYC: James and Suzanne Cowden, Larry Roberson, Danny Wight, and Jennifer Draheim.

NEW CABIN RENTAL RATES

EFFECTIVE NOVEMBER 1st 1986

AT THE SEPTEMBER BOARD OF DIRECTORS MEETING, BUILDING & GROUNDS COMMANDER, JIM TURPIN, ASKED THE BOARD TO APPROVE THE NEW CABIN RATES. THE BOARD APPROVED HIS REQUEST AND ESTABLISHED NOVEMBER 1st AS THE EFFECTIVE DATE. THE RATE INCREASE WAS THOUGHT TO BE JUSTIFIED BASED ON THE VALUE CABINS HAVE TAKEN AFTER THEIR RENNOVATION. THE NEW RATES ARE LISTED BELOW:

NEW CABIN RENTAL RATES

MEMBERS

CABIN #	HIGH SEASON		LOW SEASON	
3 & 6	1 NIGHT	\$25.00	1 NIGHT	\$20.00
	2 NIGHTS	\$40.00	2 NIGHTS	\$35.00
		*\$20.00		*\$17.50
4 & 5	1 NIGHT	\$30.00	1 NIGHT	\$25.00
	2 NIGHTS	\$48.00	2 NIGHTS	\$40.00
		*\$24.00		*\$20.00
7	1 NIGHT	\$45.00	1 NIGHT	\$37.50
	2 NIGHTS	\$72.00	2 NIGHTS	\$60.00
		*\$36.00		*\$30.00

NON-MEMBERS

3 & 6	1 NIGHT	\$33.00	1 NIGHT	\$26.00
	2 NIGHTS	\$52.00	2 NIGHTS	\$46.00
		*\$26.00		*\$23.00
4 & 5	1 NIGHT	\$40.00	1 NIGHT	\$30.00
	2 NIGHTS	\$65.00	2 NIGHTS	\$50.00
		*\$32.50		*\$24.00
7	1 NIGHT	\$65.00	1 NIGHT	\$55.00
	2 NIGHTS	\$100.00	2 NIGHTS	\$88.00
		*\$50.00		*\$44.00

\* Each Night Thereafter

REMARKS

CABINS 2, 3 & 6 WILL INHERIT 4 & 5 RATES WHEN RENNOVATED.

# SOCIAL



SOCIALLY SPEAKING....

By Teri Nelms  
Social Chairchick

By the time this year is out, you should all be socialed-out by the incredible high level of entertainment we have at AYC.

The Lu-wow this year came off without a hitch, in the face of impending storms that thoughtfully went around us, and you really missed it if you didn't show up. The pig was cooked to perfection by Voldi and crew and the grounds were converted to a semi-paradise by the decorating expertise of Dennis and Dreama Awbrey and their team. Lanelle Montgomery did an outstanding organizational job and the entertainment, REAL dancers, was beautiful and entertaining. Fred Argir did his usual great job with a band that kept us moving even if you weren't dancing. My thanks to all of you for a truly successful Luau.

The impromptu Blue Gavel affair was successfully produced by me because I knew which people to choose who would do the best job and make me look good. Bernsteins did Booze (and claim there is some left over), Shirley Slaughter made a beautiful cake, and Pat Halter and Carol McCollum brought munchies while I stood around with Wayne and told everybody where to put stuff. Thank you, gang, it was fun - especially the dinner later at the County Line where we got the only waitress who could tell worse jokes than Rod or Russell.

Pam and Bruce McDonald filled us up with a just-right meal at the Fall Buffet. There's nothing as good as chicken and gooey cake after a days race. Well, maybe beer too. Good job, P and B.

Our next "affair" of any size will be the Scoot Your Boots to Town dance coming up in November (15). We will all meet at the North 40 for dancing and other dispicable acts to get warmed up for the Annual Banquet. It will be cheap and fun and we can mess up the place and somebody else will clean it up for us. Plan on being there, a flyer on same with details will follow soon.

After many requests, YES there will be a play for the New Year's Eve party. The production will be "A Mid-summer Night's Scream" and will be performed by AYC's experienced cast of the Probationary Players. The script for this play was accidentally discovered in a submerged sealed bottle that surfaced underneath Shirley Slaughter's keel when her boat went aground during the recent storm. The manuscript was rushed to the proper authorities who have verified that it is in fact the previously unknown LOST MANUSCRIPT OF SHAKESPEAR. It has been revealed that it was written during his pre-pubic period and contains many foundation characters, lines and plots that were later used in his successful plays. We are very fortunate that the Academy of Lost Plays has given us permission to perform this impressive production for the first time any where in the world. International experts will be in attendance, celebrities and conna-sewers of the arts are expected to arrive from international locations. I'm sure you don't want to miss this one. See you on the social side...



# The Austin Yacht Club

INVITES YOU TO THE 1986

## Annual Banquet

SATURDAY, DECEMBER 6, 1986

TRACOR BALLROOM

6:00 - 7:00 COMPLIMENTARY COCKTAIL HOUR  
(CASH BAR THEREAFTER)

7:00 - 9:30 DINNER/AWARDS PRESENTATION

9:30 - 1:00 DANCING TO **XKE**  
(MUSIC FROM THE 50's TO THE PRESENT)

\$20.00 PER PERSON

# RESULTS

## FALL SERIES:

### PHRF A

1. Steve Vaughan - Olson 30
2. Russell Painton - J-29
3. Gene Preston - Hobie 33

### PHRF B

1. Claude Welles Cal 9.2
2. Tom Lott - Lin 26
3. Bruce McDonald - Cal 29
4. Jay Hargrave - Capri 22

### PHRF C

1. Wayne Carelock - Mustang 22
2. John Kuban - SJ-24
3. Bill Records - P26
4. John Vance - P26
5. Tim Erwin - P26
6. Walter Dwyer - P26

### PHRF D

1. Bob Pillmore - Ranger 22
2. Perry Weller - S2-7.3
3. Louie Soefje - Ranger 23
4. Dave Boerner - Spirit 23
5. John Allison - Ranger 23

### J-22

1. Mark Rylander
2. Craig Holmes
3. John SAunders
4. Bill Mitchell

### Catalina 22

1. Bill Morack
2. Steve Frederick
3. Calin Popescu
4. Ron Tobin

### C-15

1. Terry Schertz
2. John Mandell
3. Noel Reed

### SC-21

1. Ray Shull
2. Jimmy Fontenot
3. Duane Dobson
4. Dave McMurtry

### Ensign

1. Jullian Zimmerman
2. Sam Humphrey
3. Dan O'Donnell

### Merit 25

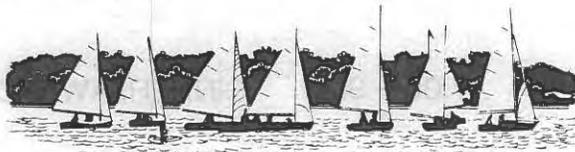
1. Carl Morris
2. Kirk Livingston
3. Dave Balfour

### Thistle

1. Ed Halter

### J-24

1. Gary Grudnitski/Dave Broadway
2. Bobby Harden
3. Terry Cox/Scott Myers
4. Wil Smith



# LASER NEWS

by Fred Schroth

Before we get into the Laser news, let me do a short disclaimer.

Get a Laser before next spring! You will not get to play with us if you don't have a Laser or access to one. When you read this, you still have plenty of time not only to save up, but to buy yourself a new toy for Christmas. If you miss the 100 Laser races in 1987 at AYC, it is not my fault. If you never spend a whole month trying to use every old salt trick that you know to beat out an eleven year old girl by one place in the standings, it's not my fault. If you never get enough practice starting to get out of keel B row 3, it is not my fault. If you become a St. Elsewhere addict, it is not my fault. If you never dump over at the reaching mark and cause four other boats to dump trying to avoid you, it is not my fault. If you never lie down on the bow of your boat and paddle madly up the last weather leg to beat Deke to the last beer on the committee boat, it is not my fault. If you never stand on your up turned bottom begging Foerster and Maguire for advice, it is not my fault. If your friends call you dunlop because your belly has done lopped over your belt, it is not my fault. When you arrive for the club 1987 singlehanded championship and you want to know how a Laser works, nobody is going to be eager or able to tell you and it is not my fault.

On with the news.

Doug Kern is going to Australia in December to represent Texas, Mexico, Oklahoma, Kansas and Colorado in the Laser World Championship. Doug is a U.T. student and he will need some financial support. Please watch for our fund raiser event plans or just call Wayne and ask him where to send some money.

Doug's only "not firsts" in Austin were behind Bartlett, Maguire, Young, Doug Mack, Schroth and Foerster. Foerster beat Doug three times which was three times more than anybody else.

Paul Foerster won the champion of champions regatta. He was invited because he won the Flying Dutchman Nationals. AYC Laser sailors should know Paul. Paul is the guy who had one second in seven attempts on Wednesday night this year. In one race, Paul sailed an extra 360° around each buoy while Fred, Karen, Deke, and Ken fought for 2nd place. We are eagerly waiting for Paul to announce his Olympic aspirations.

For those of you who thought that Lasers were just for kids, we offer a few statistics. If you average some numbers for the winning skipper from each month, you get the following: Age 33.5 years, weight 190 lbs, years sailing 28, years sailing Lasers, 4. The top five skippers for the whole summer with no throw outs: Age 40.2, weight 165 lbs., years sailing 22, years in Laser 7.95.

The first weekend or wurstfest at the Lake Canyon Yacht Club, November 1 and 2, is a Laser Circuit Regatta.

The Bruce Cup version of the North American Championships is to be held at Chandlers Landing Thanksgiving weekend. Qualifiers for 1986 will be announced after press time but last year AYC sailors were: 2nd, Doug Kern, 11th, Fred Schroth, and 15th, John Bartlett. We all wish these folks a little better luck in 1986.

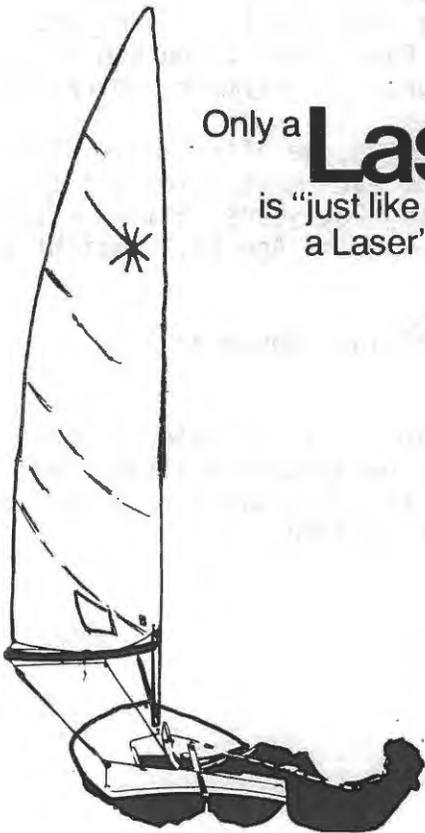
We aren't going to do anything about Laser dock storage until Dock 2 is back in operation and Dock 7 is modified. At that time, all the dock space will be prenumbered and all of the dock slips will be freshly assigned. Fred Schroth is the Harbor Committee member who has been assigned this task. He will accept written input in the form of location preference, recent sailing records (boat usage), recent dock work party help, and bribes. Threats won't help. (What are you going to do to him, take his car? Ruin his good name? Make him look uglier?)

In closing let me thank the key folks who made 1986 a great year for Lasers at AYC. Teri Nelms; you ran another great Easter Laser Regatta. Ken Sherman; you kept the Wednesday night series organized and your creation of the cooler on the committee boat with free drinks all summer for \$10.00 was brilliant. Deke Dekeyser, Karen VanHooser, Dave Maguire each played race commander of the month and we thank you and all of the committee of the week designates.

And last but not least, we wish to thank Russell Painton. Russell is the guy who gave us our geography lesson. It seems that in a certain Laser race, John Bartlett was winning. John was winning by a whole lot. In fact, John decided that he didn't need much wind anymore and sailed to where there wasn't any. As Matt Romberg and Fred sailed merrily by over where there was wind, Russell stood up and announced that he was going to give the fleet a little geography lesson.

"Hey Taco!" Russell shouted, "Do you know where Bartlett is? Bartlett is over in East Dumb (expletive deleted)".

Aw heck, maybe you had to be there to appreciate is, but wasn't that the whole point of this article?



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

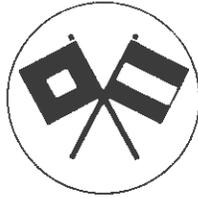
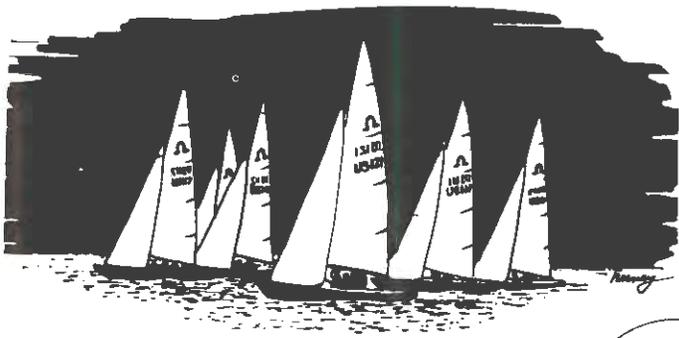
## U.T. SAILORS WIN ++

Congratulations are in order for U.T. Sailing Team All-American Paul Foerster, who recently won both the Flying Dutchman Nationals in Port Isabel and the Championship of Champions in Sandusky, Ohio. Considering that this was Paul's first F.D. Regatta, he is now considered a top contender for the '88 trials.

In other events, Doug Kern recently qualified for the '87 Laser Worlds Championship, to be held in Melbourne, Australia this January. Doug, along with sixteen other U.S. Sailors, will compete against 120 competitors in the 20-knot breezes and sharks at Port Phillip Bay. We wish him luck!

Ed's note: Someone like Paul should be recruited to be a member of AYC.

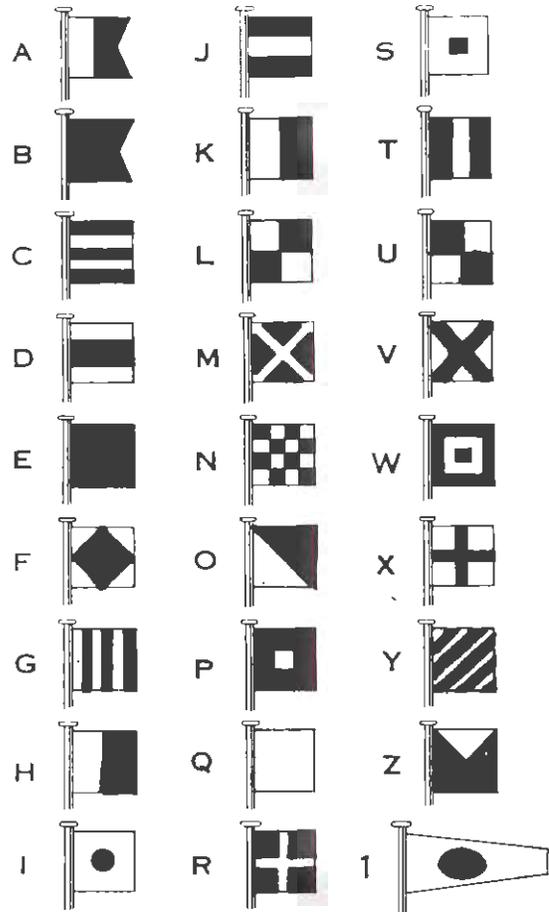
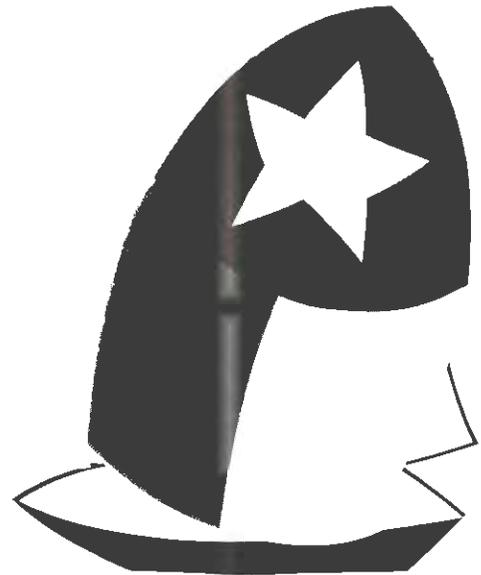
# FROM THE FLEETS



## Centerboard Handicap

By Teri Nelms

I can take a hint. First, I go out to race, and there's nobody there but me. Then, when I don't have a crew and am stupid enough to hop a keel (gag) boat, three boats show up. If you guys just don't want to race me, tell me and it'll save alot to hassell rigging the boat. I mean, really, here it's been the best part of the year for wet boats with wind (some) and everything you could hope for on the race course AND YOU BIG BUNCH OF WIMPS DON'T EVEN SHOW! Even Dr. McIntyre came up with the "no crew" excuse this fall series. I refuse to let the centerboard fleet become dormant, so just get ready for the nasty phone calls - most of them will come right before the Fall Regatta. My convictions that centerboards are safer has once again been reinforced by a keel boat. One Sunday, my crew (who has threatened death to the boat if I mention his name) and I managed to successfully capsize the fireball FIVE TIMES. He was most impressed with my underwater spinnaker take-down, a technique he was not familiar with on keel boats. Through all of this, neither one of us sustained any more injury than bruised egos. However, one week later, after 45 minutes on a keel boat, I had blood all over me and a massive quarter-inch head-wound from being hit by a wench handle on the mast. Back to the little SAFE boat where wet is wonderful!





by Susan Odell

The end of the dinghy sailing season is now in sight. Let's go out with a bang this year by making a strong showing at the Wurstfest Regatta on Lake Canyon, November 1 and 2. This is the last regatta for the 1986 Dozier circuit, so I'm sure there will be a large turnout from the Dallas and Houston fleets. We usually all get together on Saturday night for happy hour, followed by dinner at the Grist Mill and dancing at Gruen Hall. Regardless of the weather, we always have a good time and we'd love to see some newcomers join us this year. Generally it's best to drive down on Saturday morning, and then either camp on the yacht club grounds or stay in a nearby hotel on Saturday night. Hope to see everyone there!

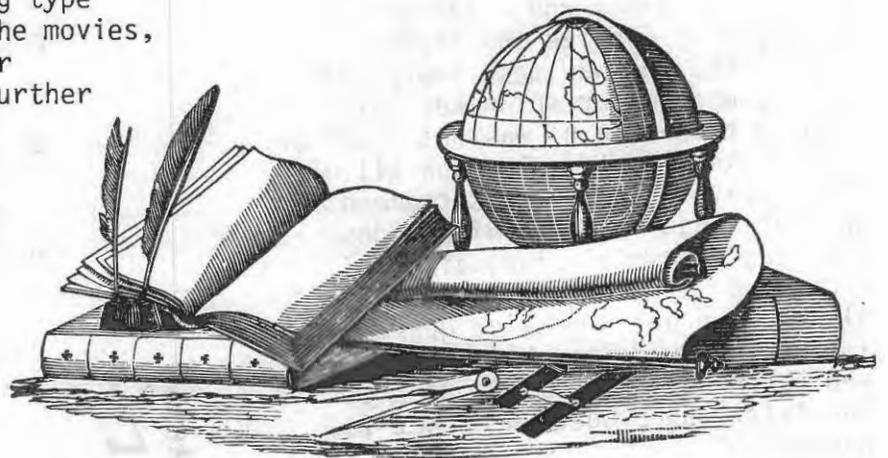
The annual Thunderduck party was a success as always. Thanks go out to Claudia and Bruce Foster for hosting the bash and subjecting their house to such punishment. New officers were also elected and they are as follows:

Fleet Captain	Bruce Foster
Secretary/Treas.	Claudia Foster
Executive Officer	Bob Netterville
Measurer	Keith Lackey-Odell

Congratulations (or condolences) to these officers; I'm sure they'll do a fine job.

Plans are being made at this very moment for winter-time non-sailing type activities (i.e., C-15 night at the movies, Christmas Party, etc.). Keep your calendar and your ears open for further developments.

## Willkommen zu Der Wurstfest



# South Coast 21

By Danny Lien



## UNDER COTTONWOOD

Fall series is over. My family and I got to watch from the high decks of Flo, Gene and Cheryl Preston's Hobie 33. Duane says it might rub off and ruin me. He's, as usual, partly right. But I sure wanted to mix it up in "my" fleet. I even thought about yelling out some tactical insight to David on 123GO! during one race. David's glare, as they sailed by, let me know my place. Anyway, watching the fleet was fun. I was reminded how pretty a SC-21 is, how gloriously big the cockpit, and how the boom is above head height.

Watching the fleet race brought to mind the mysterious ones. It is said that during any SC-21 race, dim figures can be seen on the point and at the table. Said figures appear aloof and transient, but the gossip is that they intently watch all SC-21 races, noting all tactics and strategy. Some of us think we know who they are. Some say all fleets of long standing have a few of their own on the point. I say, with just a little more quinine at the table Sunday, we can maybe make them materialize.

Race day #1. From my vantage point, it looked like Jimmy was forced over early at the start. Little did I know that Jimmy wanted the right side to himself, which he got after his restart, and that the reason he was early was that he was not only racing without a compass, but sans watch as well! He played the fluky shifts that day into two bullets!

Race day #2. Fontenot edged out Ray Shull the last leg of the 1st round-the-bouys. The second race it was team Dobson all the way. Duane and old Grey #18 traded places till the end. Duane slipped in from the right as the fleet sat in a hole. Grey finished second wearing #123's old sails, her crew having begged for a chute and battens out at the start line before

the races. Hard to keep a fast boat down. Steve and Cheryl Pervier were on the boat. Nice to have them on the course mixing it up in an "unfamiliar" boat. Ask us we maybe can find a boat for you to sail.

Race day #3. By my arithmetic, Ray Shull needed to take the final four to win the series. He picks up two! Race day #4, he does it again. Was really nice to see Linda McDavitt almost bumping his stern the last day.

Good news for fleet growth. Pat Feagin bought #78. He's already started his spring refit. Arthur Talley and Bob Johnson co-bought #72 with visions of silver in their eyes. And the Grey has been back on the line with Vic Manning at the helm! Looks like Bob Freeman and crew have reached the steep side of the learning curve and are mixing it up with the pack. Must be a reason for a boat which hasn't been built for fifteen years to maintain a fleet. See you out there on the line for the winter series.



## Catalina 22

by Jane Frederick

Fall must be upon us. The last race of the Fall Series and the temperature is under 90.

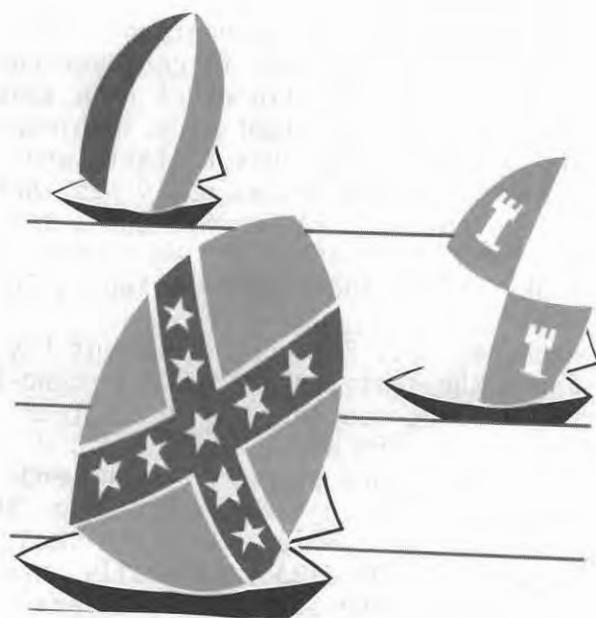
It's been an exciting series for the Catalina's. Going into the last race the Fredericks have a flimsy 1/2 point lead over the Moracks. Ron Tobin is comfortably in third place, after winning the fourth race. Steve Frederick had two bullets in the first two races, but due to a collision just prior to the third race, had to withdraw to lick his wounds. Bill Morack has managed a steady second place in every race, up to now. The fourth race of the series is the one that everyone is still talking about. The wind piped up just in time for the start, catching at least one boat in the middle of a headsail change on the starting gun. The Moracks had an interesting start with spinnaker (apparently during a hurried sail change the spinnaker halyard got caught into some of the jib hanks). A furious battle to the first mark proved Ron Tobin's heavy air skills. Flukie winds at F mark left the two leading boats broaching while the next two boats watched with their spinnakers hanging empty. The lightening air on the run to the leeward mark caused the boats with small headsails to make another sail change back to the larger genoa for the next upwind leg. However, that was not the best decision as the wind came back with a vengeance just as the first Catalina rounded D. The wind was so strong that the Fredericks, who had rounded D first ended up limping across the finish line fourth with main only, having been unable to control the boat any other way.

Turnout has been fairly good for this series, and the competition has been fierce. No kidding folks, there are some mighty tough sailors in the Catalina fleet, even if some of them are deserting us for the J24 fleet. Rumor has it that Phil Spletter has gone in on a J24 and is planning to steal away some of our Catalina skippers as crew.

The next major event, the Fall Lakeway Regatta, which will probably be long past by the time this sees print, promises to be great. Most Catalina skippers have been gleefully anticipating it. (You can only stand so much I-F-D.) If the wind is anything like it has been for the last week or two, it promises to be an exciting event.

More of our old Catalina Fleet buddies have joined the Yacht Club. Welcome Mark and Nancy Johnson. Even though they have a C-27, Mark has been racing with Ron Tobin, and they are associate members of our cruising fleet.

This will be my last article for Telltales, next year's fleet secretary will be taking over. Nelson Mikeska has been nominated, and appears to be certain of election, so I am turning over the reins to him.





by Shirley Slaughter

The series is one sunrise away from being over as I write this, but it looks like Saunders in third, Craig in second, and surprise--Mark in first. Sugar J is inching her way up making good starts (barging only once!) and getting to the windward mark near the rest.

We've also found time to go fishing, bike riding and camping in New Mexico and Colorado mountains.

Our fleet was well represented in team championship races with the Macks, Steve Brown and John Saunders doing race committee work. Craig Holmes (Santa Fe) won the men's team championship sailing a Merit 25. Shirley, Judy and Vickie sailed on women's teams. Vickie's team battled for second place and Shirley, with Judy, came in second not once but twice during the six races.

We've been active also in work projects at the club--always the RC and rescue boats need attention and work on the cabins.

We're working on a big project for everyone for Spring '87 which is a secret right now and also hope to have a J-22 circuit regatta in early Spring.

Doug and Nancy Woodward, Duece Coupe, represented our fleet in Houston in September at J-22 Circuit Regatta and made an impressive showing!

Over and out!!

*merit*

by Janis Livingston

It's hard to believe that almost a year has past since Kirk and myself received the honor of being fleet captain and secretary. Since a year has past, it is time for the annual fleet business meeting. The meeting will be held November 1 at 7pm at the Austin Yacht Club. You do not have to be an AYC member to attend. Please call me, Janis, at 288-0531, and I will give you instruction on how to get to AYC. During the meeting we will elect new officers, determine the 1987 dues and start making plans for the 1987 sailing season. In addition some of the cooks in the fleet are preparing lasagne dinner for everyone. And as a highlight to the evening Kirk and I will giving out some much deserved awards to fleet members and their crews. Please plan to attend this premier fleet event.

Now that all the business is taken care of, I can tell you what we have been doing. For starters 8 fleet members allowed the AYC to use their boats for the AYC men's team championship. As a fleet, we had two teams participate. Unfortunately, neither team was able to defeat the lightning fast Scott Young. In September our fleet once again had race committee duty for the Sunday races. Thanks to everyone who participated in these fleet activities.

The weather is nice for some fall sailing, see you on the lake!

# J-24

By Gary Grudnitski

In August, the Western Regionals and final stop on the 1985-86, J/24 Texas Circuit was held in Corpus Christi. Being the last qualifier for the 1986 Worlds in Newport, 47 boats showed with more than the usual complement of rock stars. After the first three races on Saturday, sailed in 18-30 knots of air and BIG waves, John Bartlett helming Ralph Kehle's Rokslide, was in 7th place. The Travis-like conditions of Sunday, however, were less to John's liking, and Rokslide slipped out of the top ten. Other Austin boats and their overall finishes were Jack Kern, 19th; Dave Broadway, 21st; and Fred "I sail her like a Laser" Schroth, 43rd.

Eight J/24's were at the line for the first race in the Fall Series. A short, double triangle course was set to accommodate the light and variable easterly. Superman, driven by Dave Broadway, won the start and led at every mark, as the wind went right and the legs turned into two close reaches and a run. Deja Vu, helmed by Tom Kozlowski, sailed strongly in the later part of the race to finish second.

With the wind veering, a modified gold cup course was set for the second race. Again, based on the start, the race was strictly a two boat battle between Running on Empty, steered by Bobby Harden, and Deja Vu. With the lead being contested at every mark, (and congested at every mark with the Merit 25's that started with us and the tail end of the J/22 fleet) Running on Empty worked inside at the second bottom mark and covered Deja Vu on the last leg for the victory.

Eleven J/24's started the single triangle, third race. As with almost every race, success at the start was critical. Superman and Will Smith's Hollywood Waltz jumped out ahead and maintained their positions throughout the 34-minute marathon. Nice going Will!

As the breeze settled in at a steady 6-10 knots, a modified gold cup course was set for the fourth race. The decision by Fred Schroth, sailing Psycho, to split from the fleet and go hard right, paid off handsomely as he led at the first weather mark. With only one other crew, however, the sail handling on Psycho was not a match for other boats in the fleet. On the reach, Bobby Harden on Running on Empty, made a brilliant early jibe to port, caught a freshing veer, and went from fourth place to a ten-boat length lead at the jibe mark. On the second beat, Running on Empty elected to go to weather of Superman and apply a loose cover. Superman, showing superior boat speed and profiting from a 55 degree header, led the spreadout fleet at the second weather mark and won going away for her third bullet of the series. Psycho closed on Running on Empty at the bottom mark, but again, lost significant ground with a sloooooow jibe taken down.

The J/24 fleet warmed up for the next two races in the series by having a wonderful raft-up party and shrimp boil (a la Jane Ashby) at Arkansas Bend.

Thirteen boats started the single triangle first race. Fred Schroth sailing Psycho took the start at the pin end and looked like he was on his way to his first win of the Series. But who was that masked man setting Rokslide. Oh, no - could it be - it was! None other than the prodigal son of J/24's on Lake Travis, Rod Malone. Fred was so preoccupied with recapping the victory champagne that Psycho fell to fourth behind, Rokslide, Superman and Running on Empty helmed by Ron Harden.

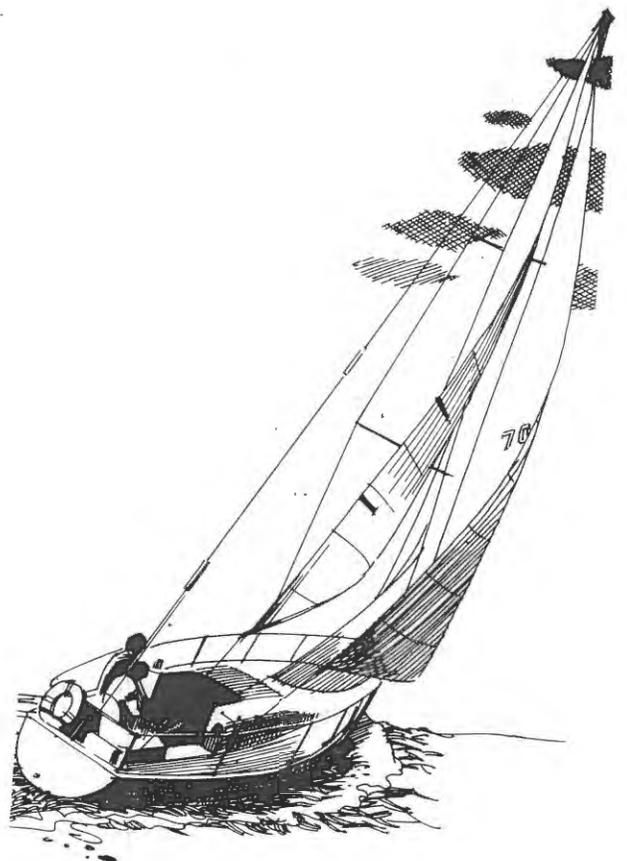
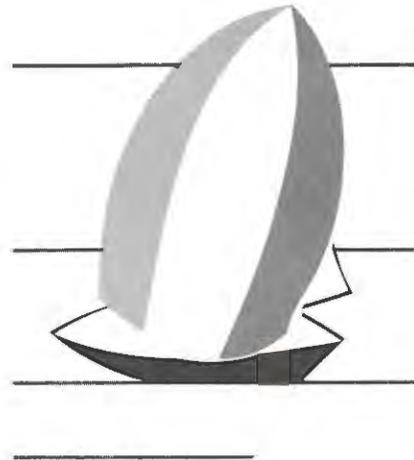
The second race, a modified gold cup, amounted to a tactical battle between Rokslide and Superman when the 12-knot breeze finally shifted as predicted to the southeast. Superman led at the last bottom mark, but Malone worked his magic

one more time to sail inside Superman for a one boat-length victory. Jim Swanzy, making up for his preliminary start of the first race, showed good boat speed to sail Always Something to a strong third place finish.

The fourth Sunday brought with it the heaviest winds of the Fall Series. Jack Kern, sailing Box Lunch, made an auspicious start in the series by easily winning the first race. Superman finished second, with Hollywood Waltz nosing out Running on Empty by less than a second for third place.

With the second race came black clouds, more wind, and a change down to jibs for the fleet. Running on Empty found the heavier air to her liking and did a horizon job on the fleet. It seemed on every leg Running on Empty's lead increased so that at the finish of the modified gold cup course, she was at least three hundred yards ahead of the second place boat, Box Lunch, (you know, it's really difficult to estimate distances accurately from so far away). Congratulations on a super race go to the Harden family and the able crew of Pete and Carol Shough!

The last two races of the series were sailed in a Northeasterly breeze. Because of the wind direction, both modified gold cup courses consisted of very short legs with differences in crew work dramatically influencing the outcome. Box Lunch took the first race, followed closely by Superman. In the second race, Running on Empty was challenged early by Psycho, but sailed such a strong race that she won going away.



# Keel Handicap

A FLEET

by Carol Tesch

The fall series is over! We had lots of different conditions and no one boat won more than once.

In the first race, sailed in light air, Bill Draheim finished Cayenne hours ahead of everyone. Thankfully, the Cayenne crew took their sails to J-35 Nationals, so they didn't finish the series.

In the second race, there were 5 J-29's out, but none of us were able to keep Steve Vaughan in Obsession from doing a horizon job. Carl Vernon, in Lowrider did a superb job of being in our way the whole race--and he was racing with one crew member! The third race was counted as practice because we were scheduled for race committee, but B fleet was kind enough to take the whole RC, so we got to race. Thanks, B-Fleet!

The fourth race was sailed in varying wind conditions. I know that on our boat we changed headsails at least 4 times and got caught in the squall on the way to Arkansas mark with our #1 up--that was pretty exciting. Bob Tesch in Avalanche got off to a nice start and kept the lead throughout the race. Gene Preston and his Hobie 33 gang sailed a close 2nd.

The fifth race was sailed in pretty strong winds as well. Gene was so far ahead that we hardly ever saw him. Overall, it was a fun series!

A-Fleet welcomes not one, but TWO, new boats to our fleet. Dave Rossi brought his J-36 from Chesapeake where he and his wife, Claire, were active racers. Steve Spademan, who has crewed with Steve Vaughan for ages, has acquired his own Olson 30, Acme. Both of these guys are super sailors and will add great competition to an already very tough, competitive A-Fleet.

J-29 fleet josted a fajita party for A-Fleet and the J-24 Fleet. Actually, we needed to have a fleet meeting so

we decided to combine it with a party. I'm happy to announce that my house is still standing! The J-29 fleet meeting, chaired by Russell Painton, was pretty predictable. First, we groused about our PHRF rating (the lowest in the universe) and then relected the same officers as last year: Russell will again serve as Fleet Commander, Dave Bernstein is Fleet Treasurer, and I was once again railroaded into being Social Chairman. A very stimulating and exciting meeting! I can't print what Russell said about Nelms date, but if you ask me, I'll be GLAD to tell you! It was a classic!

Anyway, we had a great turnout for the fall series and are looking forward to the Fall Regatta, and the winter series. If this last series is any indication, it should be a WIDE OPEN SHOOTOUT!

B FLEET

by Barry Bowden

The Fall Series provided two light air races and two heavier air races. The light air was just perfect for Cal 9.2's. Claude Welles' "Caliente" won the first two races by beating most of the "A" Fleet boats as well as the "B" Fleet boats. The next two races provided a lot more wind and a few more thrills. Claude finished off the series with two more victories giving him the luxury of throwing out a first place.

Tom Lott's Lindenberg 26 "Wild Turkey" and Bruce McDonald's Cal 29 "Polaris" battled it out for second place in the series. After missing the first race, Tom's finishes of 2,3, and 2 beat out Bruce's 4,2, and 3.

## KEEL HANDICAP - CLASS C

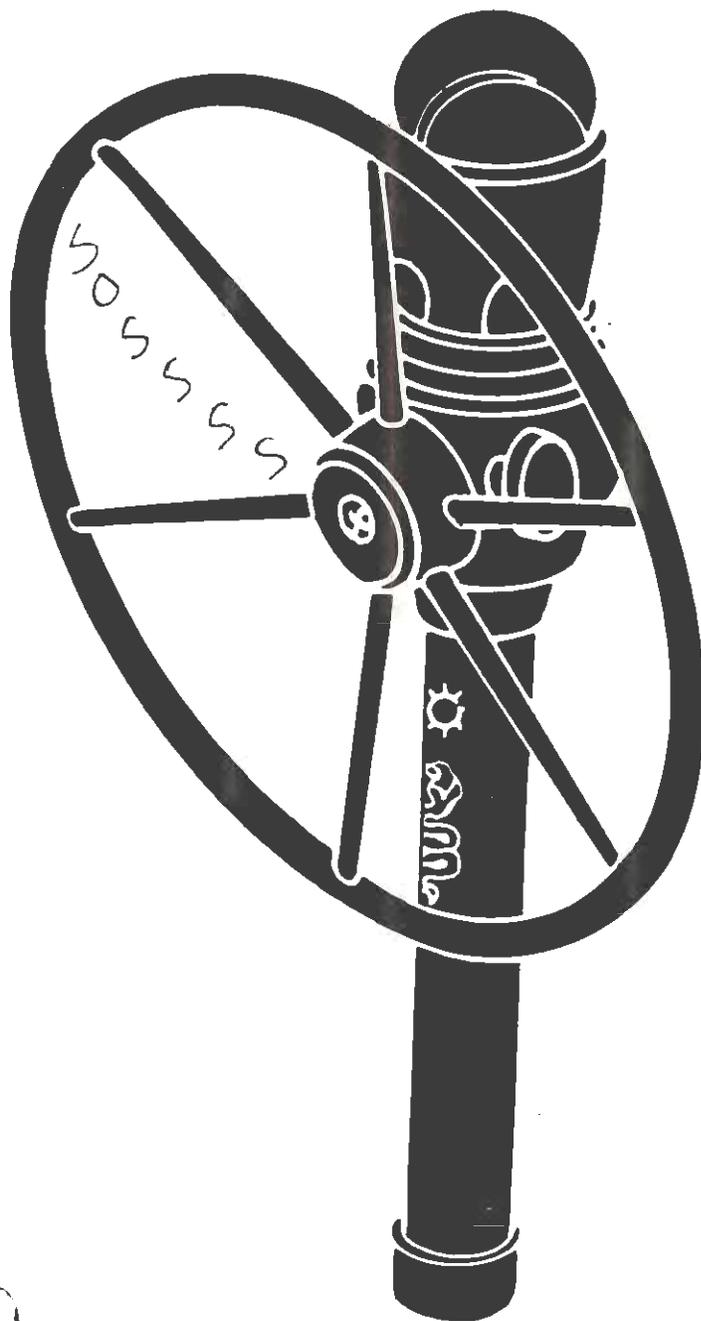
By Bill Records

Welcome back Class C! The fall series brought boats out of the woodwork and some out of mothballs. Everyone thought there would be a lot of wind. HA! Well, sort of! The first two races were sailed in winds under six knots with lots of holes to sail into. Wayne Carelock in his ever so popular Mustang managed to avoid the holes (some say he levitated over them) and post two first place finishes and leave the rest of us fighting it out for second. Paul Frels (SJ-24) and son Eric sailed very well to take second place in Race #1. John Kuban (SJ-24) sailed Magic Dragon (remember Red Eye '86) to take second place in Race #2.

Race three started out like one and two, except Magic Dragon took an early lead and never looked back. The Mustang and yours truly, Cafe-au-Lait, drifted down the middle towards D mark watching huge puffs bring the fleet down on us, while John Vance (P26, Patience) walked down the east shoreline with his own private puff. Vance held off the charge of Eddie Calogero (SJ-7.7) taking second, Tim Erwin (P260D) took third, Carelock took fourth (he finally got his throwout!)

Before race four the skipper of Cafe-au-Lait mentioned that Walt Dwyer (P26) was overdue for a good race. He must have been listening, because he won the start, sailed up the favored side of the course, and continually built up his lead. At "I" mark, he was about ten minutes ahead of the second boat. Nice sailing, Walt! Cafe-au-Lait came in second, Tim Erwin sailed from way back to take third, Vance took fourth, and Kuban fifth. OK, where's the Mustang! The score sheet says ninth. I lied earlier about his throwout. Check the series results for the trophy winners.

In the Class C news department, Linda Golden's SJ-7.7 has been seen with a new suit of sails. The VanHoosers have been seen sailing Bindlestiff (Cal 25) with a brand new mast (get out a long tape measurer). Larry Roberson has been seen on every boat but his own. What's Ray Shull doing on a SJ 7.7? Did the SC-21 fleet throw him out? Actually, Ray bought Joel Wilcox's 7.7 and plans to race it in the fall and winter months, sailing his South Coast the rest of the time.



## THE THRILL OF VICTORY...

### THE AGONY OF D-FLEET!

by Kathy Pillmore

With the nip of fall in the air, the fun of the summer evening series seems ages ago. It was a great series and those who missed it, missed a lot of good wind and good racing. It was questionable in the early weeks as to whether D Fleet would have enough participants for a race but as the series progressed, the sailors increased and we finished with a 7 boat series average. Trophies were presented to Bob (& Kathy!) Pillmore for first, Perry Weller for second, and Louie Soefje for a well-contested third.

The series races have been real close and the summer evening series was no exception with the winners decided by the last race. The competition is getting fierce, and we're seeing a lot of new sails on the D Fleet boats. We broke down, gave up food and other luxuries to get a new 155 and, wouldn't you know it, first time out on the lake there's Ralph Jones with his new 155. He beat us, too! We're convinced that was the only reason he bought the sail because the next thing we know, he and Jeanette up and move to St. Augustine, Florida. By the way, for those of you who missed the news, Ralph and Jeanette will make it legal in January! We'll miss them both but wish them the best. They'll be living right close to our hometown-- Jacksonville. So when we visit the folks, we can drop in on the Joneses and personally deliver any messages from fellow D-fleeters.

Louie Soefje will take over for Ralph as Fleet Commander. Louie, when you become fleet commander you are required to have a fleet party!

The Fall Series brought out some of the long-lost faces we hadn't seen since last Spring. Jim Smith's Air Force Juan must have been dishonorably discharged and was reincarnated as Hot Ruddered Bum. It was a treat to see his smiling face back on the lake. Don't get discouraged Jim, your winds are coming back. We also saw Tom Cummings back for the season. Tom, its humiliating enough to have to swallow defeat, but by someone dragging a pink flamingo behind him.....eeegads!

A couple new faces are becoming more visible. There's a G-22 that we're all watching, and a McGregor 25. We're glad to see you all on the lake.

John Allison is becoming more and more an annoyance each week. We'll have to resort to the old tie-the-bricks-on-the-rudder trick if he gets any better. We really like his bikini spinnaker. It's cute John, don't change a thing!

The fall series ended with the squirrely winds and gray, hazy days that generally signify the last of those hot, sweaty summer races. The ones where you get up to change position for a tack and you stick to your seat. You drink two gallons of Gatorade and still don't have to go to the bathroom after 4 hours on the lake! D Fleet again experienced close competitive racing with the lead changing hands each week. With an 8 boat average, the final race again decided the winners who were: 1st-Bob (and Cathy) Pillmore (the new sail must have helped,) 2nd-Perry Weller, and 3rd-Louie Soefje. We would like to take this opportunity to thank Pam and Perry Weller for the fantastic trophies this year. Especially the champagne bucket-- it came just in time for our anniversary!

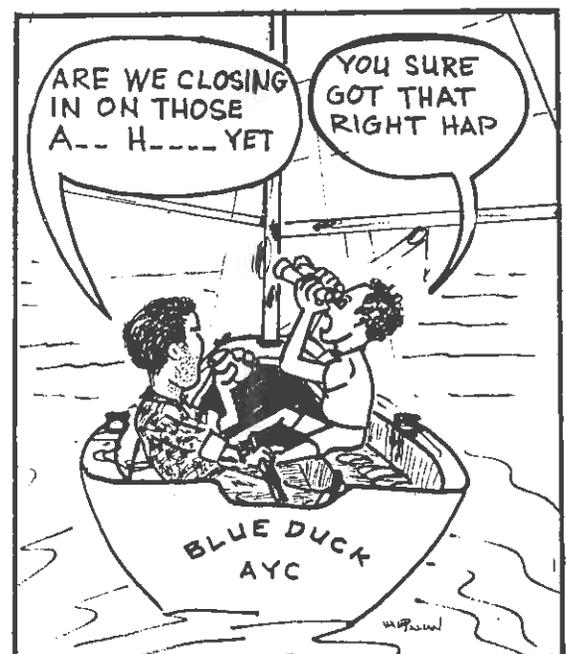
Before I sign off, I have one question for C Fleet--How do you guys like having the Mustang in your fleet????

# HUMOR

By Teri Nelms

I think it bears mentioning that a Yacht Club team recently captured coveted honors at an out-of-club regatta. I mean, you all seem to think the Adams and Mallory teams are hot, but AYC has a closet crew with skills most of you never imagined. The formidable crew of Pam Kern (no relation to Jack), Rick Vanderweel, McKenna-child-of-chairchick, and yours truly won the infamous BEST CHEAT AWARD in the Commander's Point Pointless Regatta. During this race, we flew the Fireball spinnaker, the Hobie spinnaker and a giant blooper, a towel and a sailbag from the Hobie 33 in an effort to capture the BEST SAIL PLAN trophy, but we were beaten out by some nerd who flew five Illusion spinnakers (tea-towel size) at one time. We did not compete in either the best dressed category (for the obvious reason, it would ruin our Yacht Club image), or the least dressed category since the crew informed me they would jump overboard if I even removed by tennis shoes. We captured the cheat Trophy by stealing the water balloon ammunition from the race committee and then tricking them into a position where we were able to devastate them with their own ammo. Too bad, guys. During one part of the race, we were flying all our sails and were being pursued by Hap McCollum and Pete Shough under full diesel-power in the Blue Duck. They had some difficulty overtaking us due to our excessive speed, but when they were within water balloon firing distance, Jerk Vanderweel reached over my head as I leaned over and used MY REAR END TO MOON the enemy. In my frantic efforts to keep the boat from broaching while retrieving my swim suit, I managed to entangle the entire suit in the tiller. I apologize to anyone who might have overheard what I said. Pete was kind enough to tell me that he and Hap were so appalled when they realized what Rick was about to do that they DID NOT LOOK. I am grateful for their kind consideration. I am at this time soliciting suggestions from the membership for a suitable "get even" maneuver for Rick. He said that it had seemed like the thing to do at the time and that he really wasn't too worried about vengeance. All I can say is, don't turn your lights out at night, and cover your rear at all times, big guy.

I encourage you all to participate in this regatta next year, as it helps you keep your prospective about just how serious this yacht racing business really is. Who knows what glory awaits you out there...



BULLETIN BOARD

The bulletin board is provided as a no-cost obligation to the members of the Austin Yacht Club. Any item on the AYC clubhouse bulletin board will be reprinted after editorial review in the Telltale as an additional service to the members of AYC. The editor..

Cal 2-27 - \$22,500 - Jack Downes - 453-4177

Cal 2-27 - \$22,500 - Duane Dobson - 452-5923

Hunter 22--Dale Stuemke--258-8391

22' Venture - 836-7579

15' Mutineer--\$1,000.00--Dave- 251-5712

Vinta 375 - Sailboard - \$450.00 454-4346

1982 Honda 9.9 h.p. outboard - G. Cooper - 441-1078

Cal 20 - \$4,500 - Tom Wood - 266-9204

Hunter 27--contact Rod Malone

Thistle - 2,250 - Joe Moldenhauer - 327-0013

Laser--Troy--288-0852

C-15--\$1800.00--Jim Eccles-345-9696 or 823-4700

J24--Jay Lutz--"GHOSTBUSTER"--713-334-7559

Santana 20 - 822-4898

J-22 - \$13,000 - Steve Sjoberg - 453-8226

Merit 25 - \$15,000 - Carl Morris 266-1911

J-24 - Bob Kieras - 444-9251

Olson 30---\$18,500.00--LOWRIDER--Carl Vernon--835-6710 or 441-1489

Catalina 22 - Phil Schmidt - 453-7711

Catalina 22 - 837-3222

505 - \$2300 - (817) 771-1225

Catalina 22 - June Troutman - 2829573

Lido 14 - \$12,000 - Bob Johnson - 459-5150

Spinnaker sheets--\$40.00--or trade-- Craig Holmes--258-5679

Catalina 25 - \$17,000 - 346-4320

Columbia 21 - \$3,500 - 258-7965

Cal 25 - \$7,500 - Mike Frary - 453-0544

Cal 25 - \$8,850 - Gerry Fox - 854-4770

Cal 29 - \$25,000 - Bruce McDonald - 458-3279

C-15 Sails - \$350 - Johan (713) 461-7416

C-15 - 1900 - John Mack - 442-0173

C-15 - Dave Bush - 835-1763

C-15 - \$2,995 - Brian - 345-2632

Boom and sail cover--\$110.00--Tom Gunderson--445-2515 or 339-9338

Mooring Compensators and Whilsker Pole - Jim Gress - 258-8681

Catalina 22--\$8500.00-- Phil Spletter- 331-7236

ANNOUNCEMENTS

Want to Crew - Ron DeWitt - 261-5645

Want to Crew - Bill Hawk - 474-7571

Want to Crew - Scott Brinkman - 327-5577

Want to Crew - Charles & Cheryl - 263-2210

Want to Crew - Glen McComb - 477-5655

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