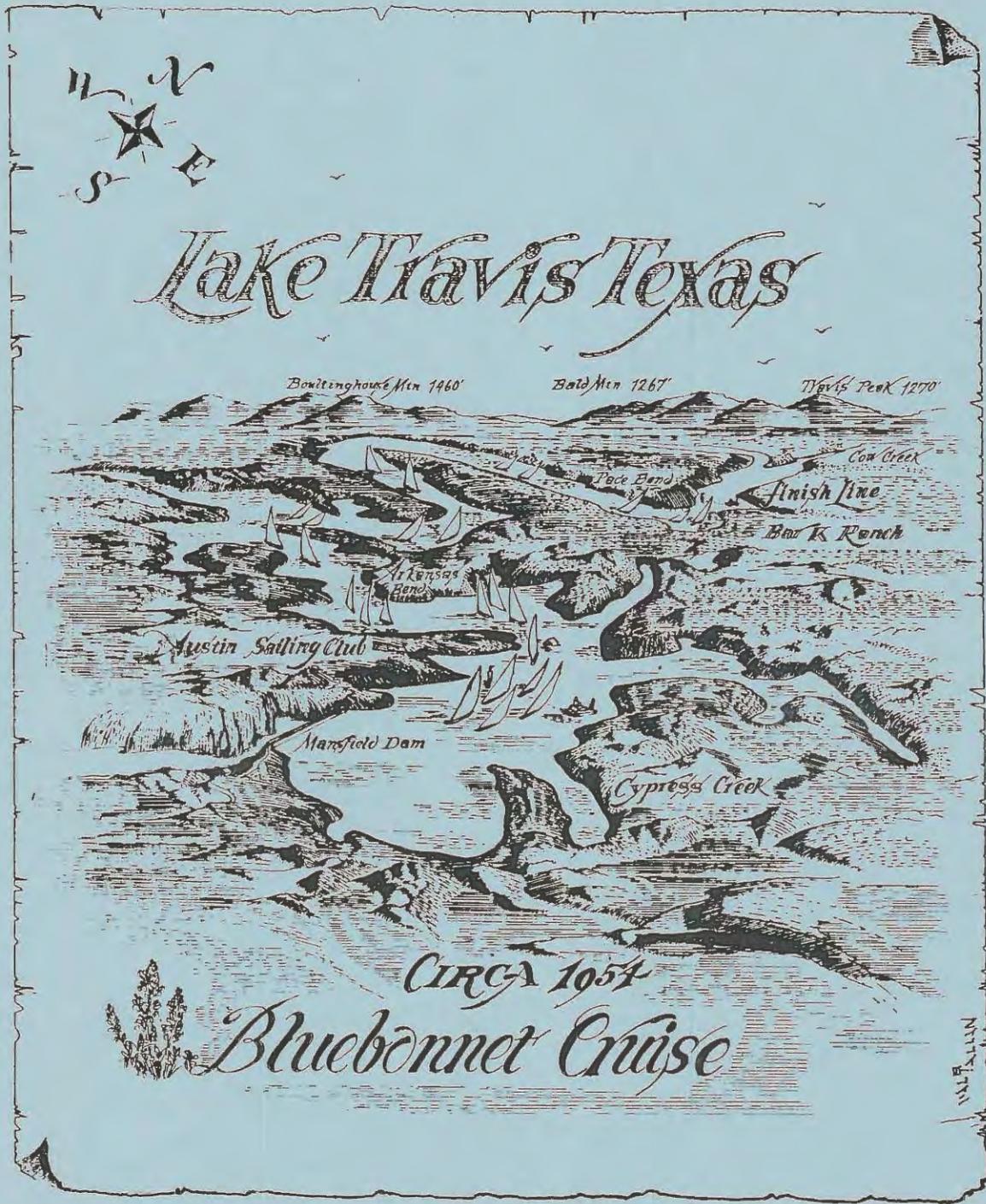


MAY 87

Telltale

AUSTIN YACHT CLUB

TURNBACK



REGATTA

CANYON

MAY 23 24 1987 LAKE TRAVIS TEXAS



AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

AYC Officers

Commodore-----	Trenton Wann
Vice-Commodore-----	Claude Welles
Secretary-----	Lanelle Montgomery
Treasurer-----	Russell Painton
Race Commander-----	Craig Holmes
Buildings and Grounds Commander-----	Walter Allan
Fleet Commander-----	Terry Meyers
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Centerboard Handicap-----	Teri Nelms
Coronado 15-----	Bruce Foster
Ensign-----	Harold Neel
420's-----	Rob Johnston
J-22-----	Shirley Slaughter
J-24-----	David Broadway
Keel Handicap-----	Bob Tesch
Class A-----	Gail Bernstein
Class B-----	Frank Riha
Class C-----	Bill Records
Class D-----	Bob Pillmore
Laser-----	Fred Schroth
Merit 25-----	Kirk Livingston
South Coast 21-----	Vern Harris
Thistle-----	Ed Halter

Business Office 266-1336
Clubhouse 266-1897



MAY



FROM THE COMMODORE

What a lot of you members don't understand is that there are a lot of benefits to being on The Board of Directors. We have, as members of The Board, something that few if any of the rest of you have. That "something" is this swell little slot in the office where people put these really neat little messages. Like, I got one of these really neat ones just the other day from Wayne. It said my *Jelltale* Article was due. Now see most of you members don't have the honor of stuff like that. AH! The privileges of being on The Board just slightly outweigh the pay.

Anyway, I read Wayne's note with some amusement and carefully explained to him that I didn't have a *Jelltale* Article. Wayne carefully explained to me that I needed to get a *Jelltale* Article. I said that I didn't have any idea where to get one. Was this something that I could buy at the local stores? Or did I send off for it somehow? He informed me that it was something I had to do, I could not buy it. Well, now I was really sunk! How the devil do you make something like that. I went and got a bunch of fiberglass and dacron and aluminum and got out in the middle of the T-Head on Dock 6 with all this stuff waiting for an inspiration to come over me so I could make this *Jelltale* Article. I sat there for 48 hours thru several freeze-thaw cycles, staring off across the point waiting for something to hit me. I watched boats sail in and out of Pool Canyon and waited and waited, but nothing happened. Until Hap McCollum sailed too close to the T-Head. Then it hit me. That is the end of Hap's boom hit me as he sailed on by. That gave me no inspiration, but did give me one giant headache.

So there I sat with this throbbing head, a pile of fiberglass, 15 yards of dacron, and 64 feet of aluminum tubing but no idea of how to do a *Jelltale* Article. Jeez, I sure wished I could have gotten one at the store. I would have been much warmer and my head probably wouldn't have hurt nearly as badly. But that was obviously wishful thinking. It was just something I had to do. About that time Fred Schroth came wandering by looking for a few more Laser sailors. The Wednesday Nite Laser Races are about to commence and "Taco Breath" keeps wandering around picking up wins from the shores of Pool Canyon to stick on Lasers and send them off toward the rescur boat that sits in the middle of the lake on Wednesday evenings giving forth a series of strange honking sounds at some rhythmic pattern signaling all these wins to gather for purposes known only to them and apparently to Fred. Anyway, Fred asked if I was waiting for a Laser and Wednesday night. I said no, that I had to "do" a *Jelltale* Article. He said "OK!" then asked what all the fiberglass and stuff was for. I explained it was for the *Jelltale* Article, if I could just figure out what to do. I never saw him laugh so hard in all my life. I didn't see anything that funny and told him so. He explained that the *Jelltale* Article was not an object to be made but rather something to be written. "You know," he said, "like you explain to the members what swell stuff you and The Board are doing and how you're spending all our money and making the club better and all that kinda stuff."

"Oh!" I said sheepishly. "Gee, I wish Wayne had explained that to me before I spent all this money on this fiberglass and dacron and aluminum." Fred said that since I didn't need that stuff anymore could he have it so maybe he could fix a boat up at the work area, and being relieved that I didn't have to make anything with it, I told him, "Sure, have at it." He wandered off to the work area with his hands full of resin, gladd, hardener, aluminum poles and bolts of cloth, chattering merrily as Fred is apt to do, leaving me on the end of Dock 6 to explain to all you members what wonderful stuff, we your Board of Directors, have been doing over the last couple of months. Well, gee, I'd love to but you see, I've used too much paper already and there's no room left on this page, so I guess I'll just have to do it next month.

Now, ain't you jealous that you don't have one of these swell mail slots so you could have all this fun too?

See ya in the water.

TRENTON WANN

FROM THE EDITOR



TELLTALE STAFF

COMMODORE.....TRENTON WANN
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EDITORIAL ASSISTANT...CAROL TESCH
PRODUCTION ASSTNS....GWEN MANEVAL
CURTIS TARPLEY, MIKE CHALABIAN
CONTRIBUTING EDITORS.....AL ALYN,
ROB JOHNSTON, DANNY LIEN, JANIS
LIVINGSTON, BOB TESCH, WIL SMITH
BRUCE FOSTER, GAIL BERNSTEIN,
VICKI BREMER, ML PAINTON, TERI
NELMS, FRANK RIHA, NOEL REED,
GARY GRUDNITSKI, KATHY PILLMORE,
FRED SCHROTH, CAROLYN MACK, ANON

Well I'm going to have to make this one short. Special thanks to all the volunteers! John Saunders, Bill Mitchell, Ginny Deginder, Lee Dekeyser, (for billing) and Dave Wahlberg Jim Deeter, Dave Gage (for tree trimming) and Hap McCollum for the sump pump repair.

An article like Steve Black's from AMERICAN SAILOR deserves to be reprinted. So for you and your crews here is his article.

FROM THE AMERICAN SAILOR

As you reflect this winter on seasons past and plan the one ahead, remember too the people who have made the sport what it is to you. Your membership and support of USYRU are one real way of thanking the hundreds of volunteers who keep our sport organized and improving. It's the cooperation of many dedicated people in every aspect and on every level of the sport that makes participation so rewarding. As one who has worked on events and club committees, I know how far a little appreciation goes toward making the work worthwhile. As a sailor, I'm also aware that a job well done is frequently so low-profile that we need to remind ourselves someone had to get it done, and that someone deserves our thanks. Who are these people and how do we let them know we appreciate their good work? Remember the race committees who had to sit in powerboats pitching and reeling around -- all those hours you were sailing. It's often more than you would ask a friend to do. Make it a habit (if you haven't already) to thank them. When you finish a race, call out, "Thanks, race committee--great job!"

Believe me, it means a lot to hear that.

There are many others as well at a race or regatta who have earned our thanks, including the officers, judges and other volunteers. Yes, that includes the lady serving the potato salad. The best way to thank host club members, who are having their docks and grounds overrun, is to see that everyone in the crew remembers they're guests on the club grounds. It's really quite painless to act as if you'd like to be asked back.

Don't forget your competitors, either. Words like, "Good race," or "Well done," are a good start. After all, isn't that what you'd like to hear? What about your crew, your cohorts who share your fate on the race course, for better or worse? You work together, learn from each other, and win and lose together. Let them know they are part of a team, a well-oiled machine (even if some days the machine needs a little more oil).

We count on all these people to make our racing fun and rewarding. Our appreciation counts to them.

SOCIAL

by Carol Tesch

Well, here it is - April, and 1987 at AYC is off to a great start!

The Second Annual Opening Day Ceremonies Complete With Bagpipes were very impressive. Teri Nelms and her crew of thousands did a wonderful job on this event, and once again, we kicked off the new season with lots of pomp and ceremony, not to mention good food and drink! Thank you, Teri and crew for getting us started off in the new season on the right foot.

As I said last year, the wind gods must LOVE bagpipes, because we've certainly been blessed with an abundance (sometimes over-abundance) of wind since they were here. Maybe we should invite the bagpipes back in July when the doldrums set it!

Speaking of too much wind...The Spring Buffet was threatened by a cancelled race, but super-heroes Steve and Maureen Spademan were abke to pull off a miracle by serving their delicious fajitas right after the mid-afternoon trophy presentation. A great big AYC hug and thanks go to Steve and Maureen and all their superhelpers for pulling off this buffet under very difficult circumstances. By the way, if you were scared off by the bad weather, you missed some pretty fantastic fajitas!!

It's probably no great surprise that one of the hardest jobs at the club is Buffet Chairman, mainly because they never know for sure how many people to expect. Part of their job is to make this whole thing come out even (i.e., not lose money), be sure everyone gets to eat, and not have any food left over. This has in the past required super-psychic powers, since not everyone seems to know what RSVP means. NOW (deep breath) here's the new plan. You can RSVP to the club before 5:00 on Thursday afternoon prior to the series buffet and pay the buffet price. Or you can wait until after Thursday afternoon at 5:00 and pay 50¢ more per meal. Or you can take your chances and wait until Sunday and hope there is enough food left over for you and your crew to eat after everyone is served. I've been giving this a lot of thought lately and have come up with a very ingenious plan that I think will work. Why don't you appoint ONE PERSON on your boat to take a nose count after the next-to-last race of the series. Then that person will ALWAYS be responsible to call the club with same nose count before 5:00 on Thursday. That way, if you have to pay 50¢ more, or, dreaded thought, if you don't get to eat, you'll know who to throw overboard, hang from the club flagpole, or whatever punishment is appropriate!

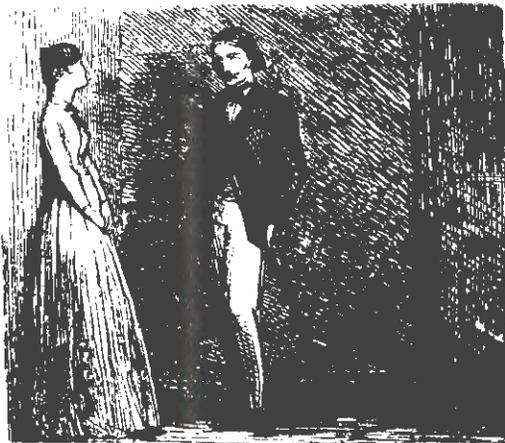
The Road Rallye this year was a beautiful drive through the Texas Hill Country ending in Fredericksburg. Ira Johnson and Mike Richard (2 Avalanche Super-crew) did a fantastic job putting this event together, and everyone who participated had a wonderful time. There were some pretty funny stories which I would love to be able to print, but they would probably get cut out by the censor's mighty pencil. Be sure to ask the Shough's about their pit stop in the cactus patch!! Wes Odell and Bonnie Lackey won first and second places, to no one's surprise! They've done this before!!! Thanks, Ira and Mike!!!!

UPCOMING EVENTS: The UT Sailing Team is hosting a SEISA competition at AYC on April 25 and is expecting collegiate teams from all over the country. Here's a big opportunity for us AYC oldsters and these UT youngsters to get to know each other better. The UT team has invited us to join them for hamburgers after their races on Saturday. What they would really like is for us to watch their races out on the point or on our boats and give great big cheers for the home team--Hook'em Horns! Then we can join them for some hamburgers and beer (only \$2.50 for both) and who knows, you might meet an Ace Future crew member for your boat. Please call the club by Thursday, April 23 if you plan to attend and let us know how many hamburgers to reserve for you.

Don't forget the big wine and cheese tasting party and auction benefitting the Draheim/Andrews Olympic Campaign coming up May 9 at the Capitol Club. It's developing into a really nice event that you won't want to miss.

WHEW!!! That was a LOT of news!! Sailors are such hearty folks!!

See you out on the lake!



Come with someone you care for!

"For the Glory of Sport and the Honor of Our Teams"

-Olympic Oath

BY AL "TRIPP" ALYN

Did you get a tight feeling in your throat when Rafer Johnson climbed those final steps in the L.A. Coliseum and held up the Olympic torch? What about the excitement you feel when you just manage to get an overlap on a tough competitor which enables you to round the leeward mark inside and, after a tacking duel, you cross the line ahead of them to get the gun? Finally, how do you feel when you hear that a young AYC sailor wants to go for the Gold.....to reach for that higher level of excellence in sailing? If you have a "feel" for something extra..... please read on.

Commodore Trenton Wann has authorized the formation of an Austin Yacht Club Olympic Committee for the purpose of identifying and assisting AYC sailors who desire to compete at a higher level of sailing outside the club. We all have a vested interest in this venture as these top sailors help build the reputation of AYC as a top racing yacht club plus they bring talents back to AYC will rub off on AYC members through the Corinthian concepts of sharing ideas and sailing skills. And don't forget the role models they present to the young sailors at AYC.

So here's the bottom line - If you are mounting a campaign for the Olympics, Worlds, USYRU Championship or high level regatta, the Olympic Committee wants to hear from you. If you wish to provide assistance we want to hear from you too!

We have heard from the following campaigns:

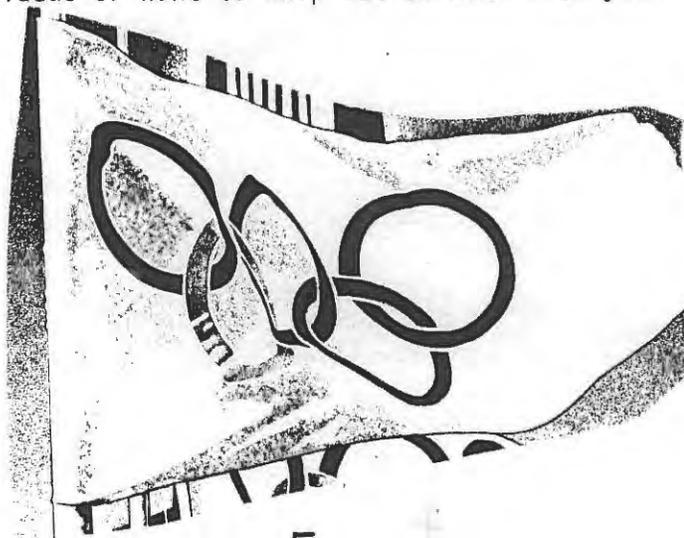
470 - Bill Draheim/Keith Andrews "Southern 470 Challenge"
Flying Dutchman - Paul Foerster/Andrew Goldman "Fast Forward"

Recent news..... A great 2nd place finish for Bill and Keith at the 470 Midwinters in Miami. Congrats to Paul and Andrew for a big 2nd at the Olympic Classes Regatta at Long Beach. Way to go guys!

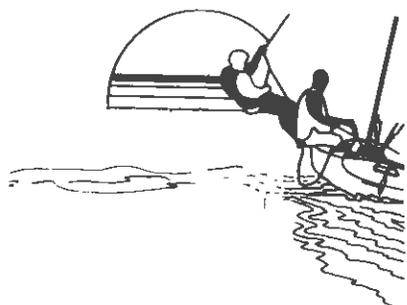
Finally, thanks to the Olympic Committee members for their time and energy to ignite the torch at AYC:

Trenton Wann	John Mandell
Claude Welles	Gail Bernstein
Greg Schertz	Steve Vaughan
Hap Arnold	

Again, if you have ideas or want to help let us hear from you!



CENTERBOARD NEWS



IF YOU DON'T HAVE A CENTERBOARD BOAT — —
GET ONE !!!

>>>> COME TO THE FIRST ANNUAL AYC OPEN CENTERBOARD REGATTA

WHEN: MAY 9-10
FORMAT: LOTS OF RACES
TROPHIES: PLENTY
CLASSES: C15, THISTLE, LASER, SUNFISH, FD, 470, SNIPE
WINDMILL, FIREBALL (maybe), FLYING SCOTT,
....ANY CENTERBOARD CLASS MONOHULL

STILL NOT CONVINCED — — —

NOT SURE IT'S WORTH THE ENTRY FEE — —
DON'T KNOW IF YOUR LASER WILL FLOAT ?

>>>> COME TO A PRACTICE DAY / SEMINAR TO PREPARE:

WHEN: SATURDAY, APRIL 11, 9:00 AM
WHERE: MEET IN AYC CLUBHOUSE
FORMAT: BILL DRAHEIM WILL CONDUCT ON-THE-WATER
PRACTICE RACES AND DRILLS
COST: PRACTICALLY NOTHING (WE'RE GOING TO PASS THE
HAT TO SUPPORT BILL'S OLYMPIC CAMPAIGN)



NOW'S YOUR CHANCE TO FIND OUT HOW GOOD
A SAILOR YOU REALLY ARE !!!



CIRCLE SATURDAY, MAY 9 ON YOUR CALENDAR!

That's the red-letter date you and your guests should plan to attend a Wine Tasting and Auction at the Capital Club that will benefit the Olympic fundraising efforts of AYC's Bill Draheim and Keith Andrews.

Bill and Keith have been campaigning for the last year-and-a-half to be named as the United States' representative in the 470 Class to the Olympic Games in Seoul, Korea, in September 1988. When the new national rankings were published one month ago, Bill and Keith moved from the #5 spot to #1! But they have a long road ahead to retain that ranking -- and competing at qualifying regattas around the nation and in Germany and Korea will keep them busy for the next 18 months. Raising money to attend those events will keep them even busier!

They are now facing a crucial point in their Campaign: the 470 Olympic Pre-Trials will be held in Newport, Rhode Island, on May 22-29 and recent competitions have emphasized their need for a new boat. Rugged with sails, the price tag will be about \$10,000.

So some friends of Draheim and Andrews have formed a committee to assist in fundraising efforts. Hopefully, by now, you've purchased a snazy white 470 t-shirt or sweatshirt, or you've bought a margari-ta at the J-24 Circuit Regatta, or a box lunch at the AYC Spring Regatta. Or maybe you've already made a contribution to the May 9th Wine Tasting/Auction.

It's going to be a blast! The hours of 8:00 - 11:00 p.m. will be action-packed: a special showing by America II crew Kelly Gough of Sharon Greene's professional photos taken during the America's Cup competition, exceptional slides of the 1984 Olympic Yachting events, a live auction by Austin's premier celebrity auctioneer, Wally Pryor, of collectors items (such as "Yank It Back" posters signed by Peter Isler, Buddy Melges and John Kolius, dinners at Austin's best rest-aurants, Patagonia foul weather gear, trips and travel specials, and much, much more!) a wine tasting of 14 fantastic wines and champagnes from all over the world, silent auction of these wines by the case, and a special "Pop The Balloon" Raffle. There promises to be some-thing for everyone's wallet and whimsy, for sailors and landlubbers alike.

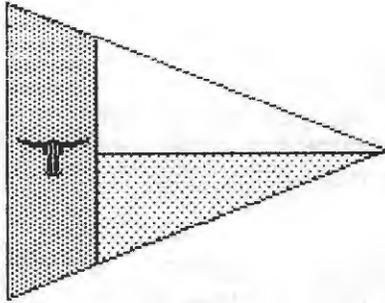
The event will be held at The Capital Club in the Texas Commerce Bank Building at 700 Lavaca. Tickets will be \$25 in advance and \$35 at the door, and may be reserved by calling Carol Tesch at 328-3464 or 476-4075. Admission is not by invitation only, so

invite all your non-sailing friends to enjoy some of the America's Cup and Olympic excitement, and to help two deserving young men represent the Austin Yacht Club and Austin, Texas, in a world-class event.

If you're interested in participating in the event planning, donating money, time or auction items, please call Mary Lynn Painton at 835-1900 ext. 140 or 345-3557. Every bit counts in this major effort!

Watch for more news soon on Bill Draheim and Keith Andrews' progress toward the Olympic Gold. And make the May 9th Party a MUST-BE-THERE! Let's send our sailors to Seoul!!





SEISA District Championship

Come on out and join the fun!

Saturday, April 25

On April 25 and 26 the University of Texas Sailing Team will host the South Eastern Intercollegiate Sailing Association District Championship at Austin Yacht Club. Teams in Attendance will be: Baylor, U. of Houston, U. of Kansas, North Texas State, Rice, SMU, Spring Hill, Texas, Texas A&M, Texas A&M-Galveston, Tulane. The top two finishers in this regatta will continue on to represent S.E.I.S.A. in the Collegiate North American Dinghy Championship.

There will be 22 races (11 in A division and 11 in B division). These races will be held as close to the end of the point as is feasible to facilitate switching boats between races. This also means the races will be very viewable from the shore.

On Saturday:

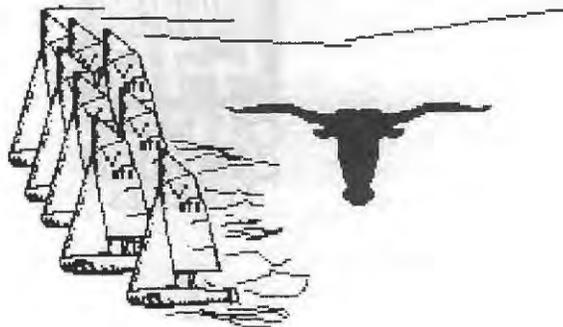
Lunches* will be served for the modest fee of \$2.50.
Everyone is invited to join us.

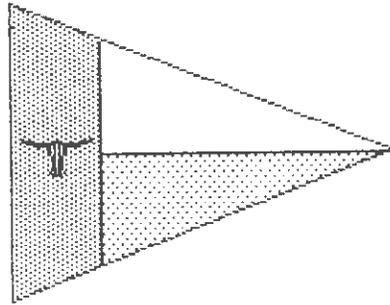
Hamburgers* will be served @5:30 or as soon as the racers get off the water. (Please R.S.V.P. @AYC office if possible.)

if you don't make it out for lunch make sure your out in time to see some racing and have a burger with us.

This is your chance to see what collegiate racing is all about!

See you there!





Sailing Team Back in Top Ten

Spring semester has kept us nothing but busy as we have been travelling to regattas almost every weekend. We are proud to report a huge improvement in our national rankings bringing us back into the top 10 after Truxton Umstead held at the Naval Academy in Annapolis, Maryland.

Trux, which took place on March 14th and 15th brought the top 22 teams from across the nation to compete in two divisions of 420's and two divisions of Lasers. Our own Robert Johnston with crew Paula Sanders finished third in A Division two points behind 1st place, Charleston, and 2nd place, Old Dominion. In B Division, Peter Merrifield and his crew Beth Poort also grabbed a third, finishing behind Navy in 1st and King's Point in 2nd. Ryan Minth sailed C Division in Lasers ending up 21st overall. Eric Faust showed an excellent finish in D Division with a 6th place. The overall performances of these sailors led UT to an overall 8th in the final standings.

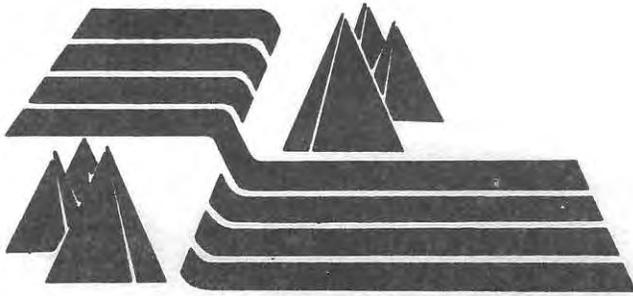
Women Win Districts

UTST swept Women's Districts held March 28th at Baylor. Texas had a final total score of 9 pts. in front of Tulane (21 points), Baylor (24 points), and Texas A&M (28 points). In a total of 8 races, Bridget Young with crews of Suzanne Borg and Sara Morris sailed to all bullets in A Division. B Division skipper Angelina Rotelli and her crews of Paula Sanders and Vicky Swart took three 1st's and a 2nd. This qualifies these ladies for Women's Nationals to be held at the Merchant Marine Academy in King's Point, New York.

Texas Second at Team Race Districts

Most recently, the UTST travelled to Tulane, once again, for Team Racing Districts, another Nationals qualifier. In light and choppy conditions, Texas managed to lose to 3rd ranked Tulane in the SEISA Championship match, but still gained a berth to Team Racing Nationals, also to be held at the Merchant Marine Academy in King's Point, New York.

The University of Texas Sailing Team is once again proud to be in the top 10. This will set the pace for the remaining regattas of the Spring Semester as the team strives to break into the **Top Five!**



BY AL "TRIPP" ALYN

This is a part of sailboat racing virtually unknown at many yacht clubs..... yet it is one of the most exciting to sail in (and even to watch).

Simply, two teams of three boats each compete against one another. The best team score wins - hence the concept of the winning combinations. With six boats sailing, the winning combinations are: (using low-point system)

<u>Your team total</u>		<u>The other guys total</u>
3/4(1st), 2, 3, = 5 3/4	beats	4, 5, 6 = 15
3/4, 2, 4 = 6 3/4	"	3, 5, 6 = 14
3/4, 2, 5 = 7 3/4	"	3, 4, 6 = 13
3/4, 3, 4 = 7 3/4	"	2, 5, 6 = 13
3/4, 2, 6 = 8 3/4	"	3, 4, 5 = 12
3/4, 3, 5 = 8 3/4	"	2, 4, 6 = 12
3/4, 3, 6 = 9 3/4	"	2, 4, 5 = 11
2, 3, 4 = 9	"	3/4, 5, 6 = 11 3/4

Of course with scores for DSQs, withdrawals, and green flags (your finish plus 3 points taken in lieu of a 720 penalty) there are numerous other winning combinations.

In any case the races are won by team effort while individual glory and boat speed are less important.

AYC is hosting the AREA F Team Racing Championship July 25-27. In preparation, we are going to begin a team racing program at AYC. Heres the plan:

- When: Sunday mornings 10:30 to noon
- Who: Anyone who shows up with a Laser (we need 6 minimum)
- Where: Just of the AYC point

We want to start ASAP. If you are interested call Albert "Tripp" Alyn, (512-822-4898, please leave message)

Many people say that watching a sailboat race is like watching paint dry. Well, watching team racing can be like watching paint dry, only with a BLOWTORCH!

Come join the team.

FROSTBITE SERIES RESULTS

CLASS -A

1	COWDEN	J 35
2	TESCH	J 29
3	VAUGHAN	OLSON 30
4	BERNSTEIN	J 29
5	LOMAX	SANTANA 35
6	ROSSI	J 36
7	CHANEY	J 29
8	SPADEMAN	OLSON 30
9	PAINTON	J 29

CLASS -D

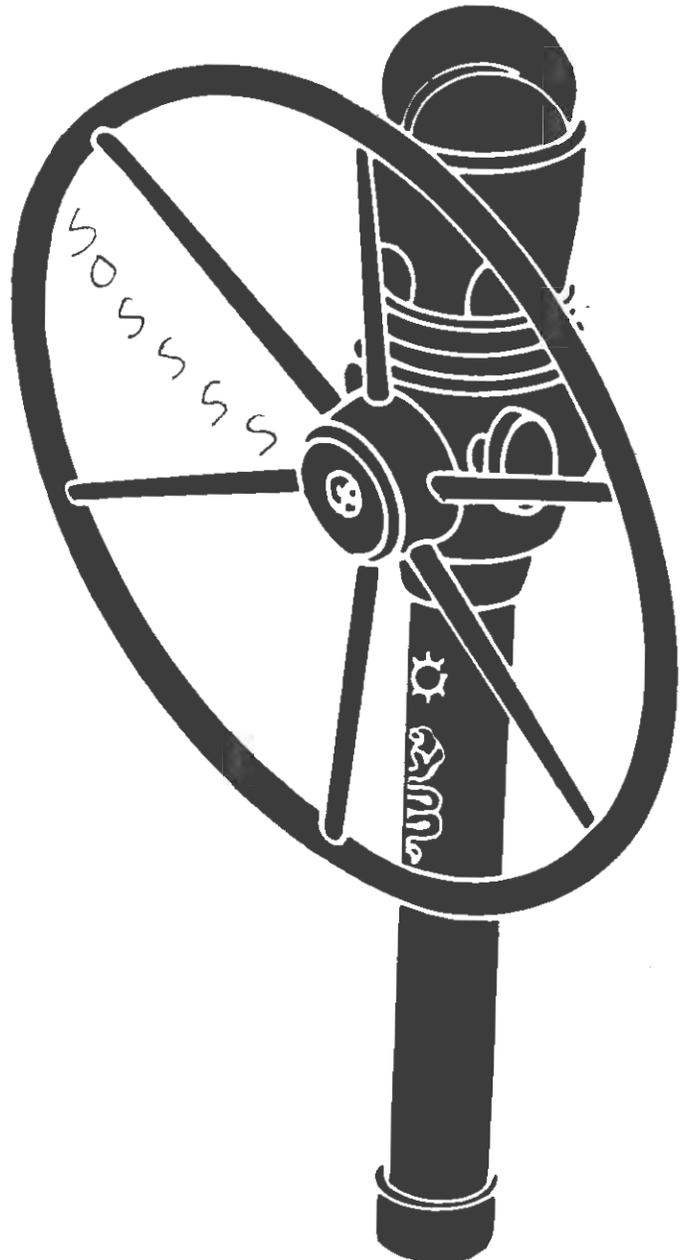
1	ARNOLD	ENSIGN
2	MCDAVITT	SC 21
3	KOZLOWSKI	ENSIGN
4	ALLEN	CAT 22
5	NEAL	ENSIGN
6	PILLMORE, B	RANGER 22
7	STUEMKE	HUNTER 22
8	ALYN, AL	SAN 20
9	BOUCHER	SC 21
10	ALEWINE, MIKE	MCGREG 25
11	TOWNSEND	RANGER 23
12	PENROSE	COL 26T

CLASS -B

1	WELLES, C	CAL 9.2
2	SCHROTH	J 24
3	SWANZY	J 24
4	RIHA	CAL 9.2
5	SHOUGH, PETE	J 24
6	LOTT, TOM	L 26
7	MACK, JOHN	J 22
8	SMITH, ROY	J 24
9	HENDRICKSON, J	HOLDER 20
10	CREWS, W	CAPRI 25
11	SPLETTER	J 24
12	HALTER	J 24
13	SAUNDERS	J 22
14	MYERS	J 22
15	TAPLEY, BIRON	CAT 30
16	SLAUGHTER	J 22
17	NORTHUP	CAT 30TM
18	HART	J 24

CLASS -C

1	RECORDS	P 26
2	LAWSON	HAR 22
3	SMITH, TERRY	CAPRI 22
4	VICKNAIR	SPIRIT 28
5	SISMORE	KIWI 24
6	FEABIN	MERIT 22
7	DEETER	CAT 27 TM
8	PETERSON	CAT 27 TM
9	FOSSLER	SJ 24
10	PINNO	CAPRI 22
11	DWYER	PEA 26
12	VANCE	P 26
13	WERKENTHIN	COL 8.7
14	BREMER	CAT 27



SPRING SERIES RESULTS

C-15 3 Boats

1. Noel Reed

Merit 25 4 boats

1. Carl Morris

J 24 13 boats

1. Doug DeCluitt
2. Gary Grudnitski
3. Fred Schroth
4. Bill Cherico
5. John Mandell

Ensign 7 boats

1. Dan O'Donnell
2. Julian Zimmerman
3. Cynthia Creamer

J 22 10 boats

1. Scott Young
2. Craig Holmes
3. Mark Rylander
4. Steve Brown

Catalina 22 9 boats

1. Bill Morack
2. Walter Allan
3. Bill Word
4. Steve Frederick

South Coast 21 9 boats

1. Ray Schull
2. Jimmy Fontenot
3. Greg Garrett
4. Duane Dobson

PHRF Class A 8 boats

1. Dennis Awbrey Hobie 33
2. Steve Vaughan Olson 30
3. Gary Lomax Santana 35
4. James Cowden J 35

PHRF Class B 7 boats

1. Claude Welles Cal 9.2
2. John Hendrickson Holder 20
3. Frank Riha Cal 9.2

PHRF Class C 8 boats

1. Bill Records Pearson 26
2. Jim Deeter Catalina 27
3. Eddie Calagero SJ 7.7
4. Troy Lawson Harmony 22

PHRF Class D 6 boats

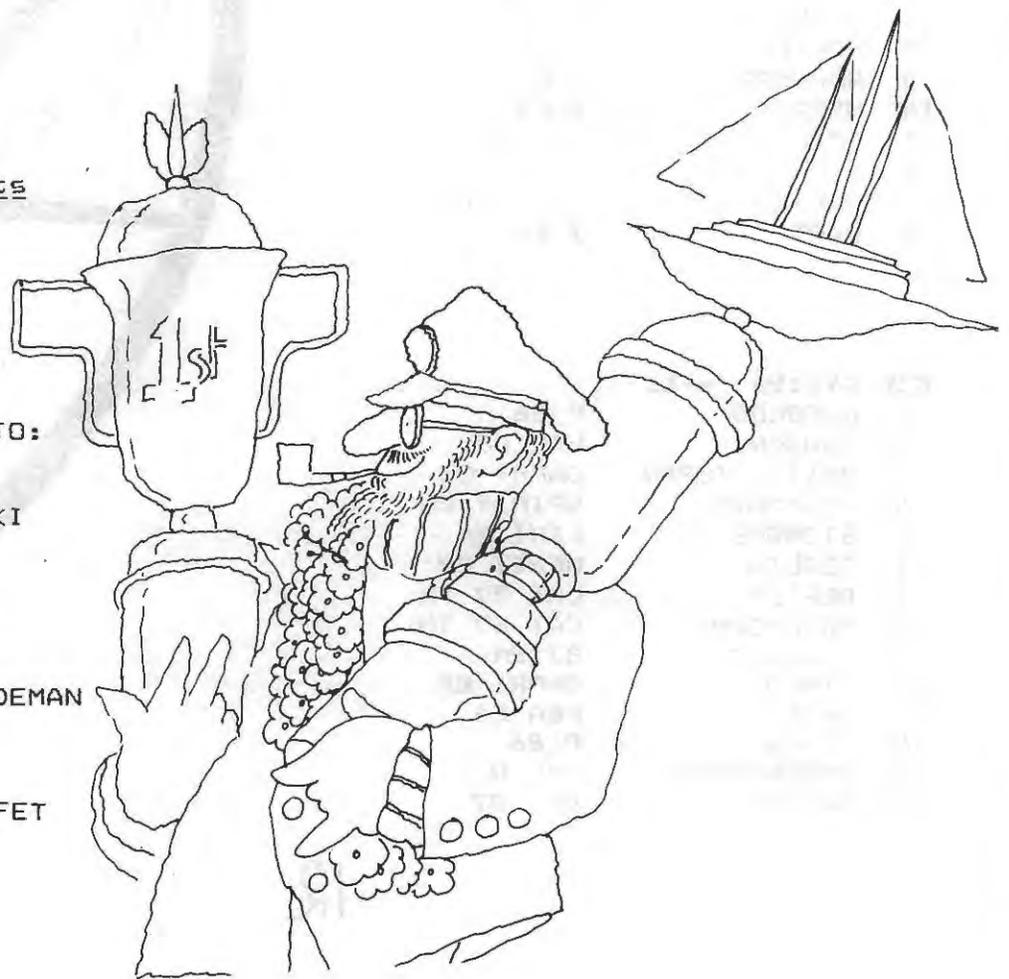
1. Perry Weller S2 7.3
2. Dave Boerner Spirit 23K
3. Bob Pillmore Ranger 22

AND A SPECIAL THANKS TO:

ANNE SMITH & VOLDI MAKI
SERIES TROPHIES

MAUREEN AND STEVE SPADEMAN

END OF SERIES BUFFET



SPRING REGATTA RESULTS

PHRF CLASSES-----

Class A

- | | | |
|----|-----------------|------------|
| 1. | Russell Painton | J 29 |
| 2. | David Chaney | J 29 |
| 3. | David Balfour | Ross 830 |
| 4. | Bob Tesch | J 29 |
| 5. | Steve Vaughan | Olson 30 |
| 6. | Gary Lomax | Santana 35 |
| 7. | Jerry Jones | J 34 |
| 8. | David Rossi | J 36 |
| 9. | Steve Spademan | Olson 30 |

Class B

- | | | |
|-----|---------------|-----------|
| 1. | Tom Lott | L 26 |
| 2. | Doug Woodward | J 22 |
| 3. | Claude Welles | Cal 9.2 |
| 4. | Mike Chambers | Olson 25 |
| 5. | Carl Rieck | Capri 25 |
| 6. | Hogrefe | J 22 |
| 7. | Good | Bahama 30 |
| 8. | Warren Crews | Capri 25 |
| 9. | Ben Knape | J 22 |
| 10. | John Mack | J 22 |
| 11. | Goldsmith | Fun 23 |

Class C

- | | | |
|----|----------------|--------------|
| 1. | Hap Arnold | Holder 20 |
| 2. | Steve Gay | Pearson 28 |
| 3. | Bruce McDonald | Cal 29 |
| 4. | Eddie Calogero | SJ 7.7 |
| 5. | Tim Vicknair | Spirit 28 |
| 6. | Jim Deeter | Cat 27 TM |
| 7. | Bill Byrum | Sanatana 525 |
| 8. | Gibson | S2 6.7 |
| 9. | Arbon | Cat 27 TM |

Class D

- | | | |
|----|---------------|---------|
| 1. | Dave Wahlberg | Kiwi 24 |
| 2. | Bill Records | P 26 |
| 3. | Rod Malone | H 23 |
| 4. | Dick Clark | Ensign |
| 5. | Lewis Price | Ensign |
| 6. | Thomas George | Ensign |

Class Non-Spinnaker (1)

- | | | |
|----|----------------|------------|
| 1. | Ron Tobin | Cat 22 |
| 2. | Herb Duncan | Cal 9.2 |
| 3. | Bruce Northrup | Cat 30 TM |
| 4. | Reeve | C & C 33 |
| 5. | Mike Mayfield | Olson 30 |
| 6. | Raymond Gay | Pearson 33 |

Non-Spinnaker (2)

- | | | |
|----|---------------|------------|
| 1. | Bruce Willman | Pearson 26 |
| 2. | Mike Alewine | McG 25 |
| 3. | Eric Frels | SJ 24 |
| 4. | Caroom | Merit 22 |
| 5. | Ted Sousares | Ranger 23 |
| 6. | John Penrose | Col 8.6 |

----- ONE DESIGN CLASSES

Catalina 22

- | | |
|----|----------------|
| 1. | William Morack |
| 2. | Bill Word |
| 3. | Gary Payne |
| 4. | Walter Allan |
| 5. | Calin Popescu |

J 24

- | | |
|----|--------------|
| 1. | Hap McCollum |
| 2. | Jack Kern |
| 3. | Jeff Smith |
| 4. | Pete Shough |
| 5. | Pat Katon |
| 6. | Fred Schroth |
| 7. | Jeff Hart |

Merit 25

- | | |
|----|-----------------|
| 1. | Kirk Livingston |
| 2. | Steve Bangs |
| 3. | Carl Morris |
| 4. | Joe Rymal |
| 5. | Terry Johnston |

Catalina 25

- | | |
|----|---------------|
| 1. | Art Shearer |
| 2. | James Nutter |
| 3. | Gary Schmidt |
| 4. | Steve Wolford |
| 5. | Ken Miller |

South Coast 21

- | | |
|----|----------------|
| 1. | Ray Schull |
| 2. | Jimmy Fontenot |
| 3. | Danny Lien |
| 4. | Duane Dobson |
| 5. | Allen Breeze |
| 6. | Deke Dekeyser |
| 7. | Arthur Talley |
| 8. | Joe Turner |

----- Centerboard Handicap

- | | | |
|----|--------------|----------|
| 1. | Matt Romberg | M20 |
| 2. | Craig Tapley | 505 |
| 3. | Teri Nelms | Fireball |

MANY THANKS TO REGATTA CHAIRMAN ----- DAVE GAGE

"WHAT THE HELL IS A PHRF RATING CERTIFICATE,
AND WHY DO I NEED ONE ?"

PHRF

a special report
from Bob Tesch,
Keel Fleet Captain

I'm glad you asked that question!

If we all sailed class boats we wouldn't. You could be out sailing your boat right now instead of taking your time to read this boring article.

However, equitable keel boat racing is dependent upon equitable handicapping, and equitable handicapping is dependent upon accurate information.

"THE HELL YOU SAY, WE'VE BEEN SAILING HANDICAP FOR YEARS, AND WE'VE NEVER HAD IT. WHY NOW?"

I'm glad you asked that question too! The answer is because the fleet has spoken! As a fleet, we have decided that the old way of doing things needs improvement. Therefore, a mandate was given to insure that we are in compliance with national PHRF standards, and that we modernize our procedures.

The handicap committee is dedicated to using its best efforts to insure that all boats are equitably rated. Their ability to do so however, is dependent upon the accuracy of their information. In the absence of complete information, the committee must assume that your competitor who sails a seemingly identical production boat as yours has not altered his boat or its rigging in a way that would, unknown to you, give him an unfair advantage.

Consider this scenario: Your "same boat type" competition who has the same rating as you, decides to do a new bottom job on his boat. While it's in the hoist he decides to repair the damage to the bottom of his keel from running aground in the last Turnback Canyon Regatta. In the process he gets carried away and "accidentally" extends the length of his keel by 6". Caught up in the enthusiasm of improving his boat he decides to replace the old bent spinnaker pole. The standard pole for his boat is out of stock and a big regatta is coming up so he settles for the next best thing -- a pole that is a foot longer!

You're accustomed to competing very evenly with him, but now you know he has a new bottom job, but that's all you know!

On the first leg he out points you by 10 degrees and beats you to the weather mark by a minute and a half. On the reaching legs he continues to put substantial time on you and finishes 4:20 ahead of you. You've been had, and don't know it!

With no certification program, there is no requirement in place for him to notify anyone of this unfair alteration to his boat and rigging.

Now, this example could never happen at AYC of course, because we are all saturated with the true Corinthian spirit of fairness! But what about those turkey's from Dallas and the bay? We know we can't trust them when they come calling at our open regattas!

The certification program essentially requires that all of us who race under the PHRF handicap system verify in writing, on our honor that our boats and rigging have not been altered, or if they have, we are to bring such alteration to the attention of the handicap committee. It verifies the information that the rating committee must otherwise assume, or guess at.

The handicap committee has previously mailed certification application forms to all keel boat sailors. If you have not received one, or if you need another one, please contact a member of the handicap committee. Completion of the form is very simple, it won't take long and it doesn't hurt much. But above all, please remember that: THE DEADLINE FOR HAVING YOUR CERTIFICATION APPLICATION DELIVERED TO A MEMBER OF THE PHRF RATING COMMITTEE IS JULY 17, 1987. NO UNCERTIFIED YACHTS WHO ARE RACING UNDER THE PHRF RATING SYSTEM ON LAKE TRAVIS WILL BE SCORED IN ANY OFFICIAL AYC OR KEEL FLEET EVENT AFTER JULY 17, 1987.

Should you have any questions about the necessity of this program, or if you are frustrated, mad or just need someone to bitch at, go ahead and call me. I'll listen for as long as it takes.

If you have a question about the completion of the form itself, please call any rating committee member.

I sincerely appreciate the support of the AYC board, the rating committee and all of the many keel fleet members who have supported this effort.

PHRF RATING COMMITTEE MEMBERS:

Ray Lott, Chairman
Rick Vanderweel
Russell Painton
Jim Draheim
Ray Schull
Dave Hilfer

JUNIOR PROGRAM

by Noel Reed

Yess, one really does exist. We are going to re-activate the little guys as well as the mid-sized ones.

For juniors 12-16, there will be junior sailing camp June 22-26.

This will primarily be a seamanship camp with some emphasis on racing. We are working on the cost factors now, but the event will be run on a break-even basis. Capacity is limited, so call for reservations now.

For children 5-11, there will be a Saturday series starting June 6 and running through June 27. The fun will begin at 10 a.m. and run until 2:30. Children will be asked to bring sack lunches and drinks. Cost for this sessions will be \$10 to cover costs. The emphasis in this series will be on safe fun in boats. There will be some homework to learn during each week and a graduation trophy at the end of the series.

Parents who sign their children up will be expected to participate in a work party to reactivate the Optimist Dinghy fleet. Space in this series will be limited to sixteen so call your reservation in now.

During the two activities we are going to work with the participants and their parents to organize an ongoing racing and activities program. Input will be appreciated.

Contact the AYC office for reservations and Noel Reed 335-7020 for information.

CAMPERS: NAME _____ AGE _____

PLEASE INDICATE YOUR SAILING AND SWIMMING ABILITY:

ARE YOU INTERESTED IN BEING A COUNSELOR? _____

PARENTS: NAME _____ DATE _____

ADDRESS _____ ZIP _____

HOME & WORK PHONES _____

Ask the Judge

by Albert "Tripp" Alyn, Senior Judge

Imagine this (the music from the Twilight Zone starts up).....

You are on the starting line 10 seconds before the start. You drop down 1/2 boat width and are ready for the perfect start. Suddenly, as if out of a fob (ie, like The Red Eye Regatta) the bow of a port tacker hurtles toward you and WHAM! You drop your pitcher of bloody marys. When you recover from that shock, you also discover that the bow of the port tacker has contacted your hull and clearly pushed you over the line. GUN (the start). 2nd gun and code flag "X" (someone started early, i.e., YOU). What do you do?

- a) Sail the race
- b) Go back and restart
- c) File for redress
- d) Call Rod Serling for the ending (since he's deceased, the toll charges are a tad expensive)

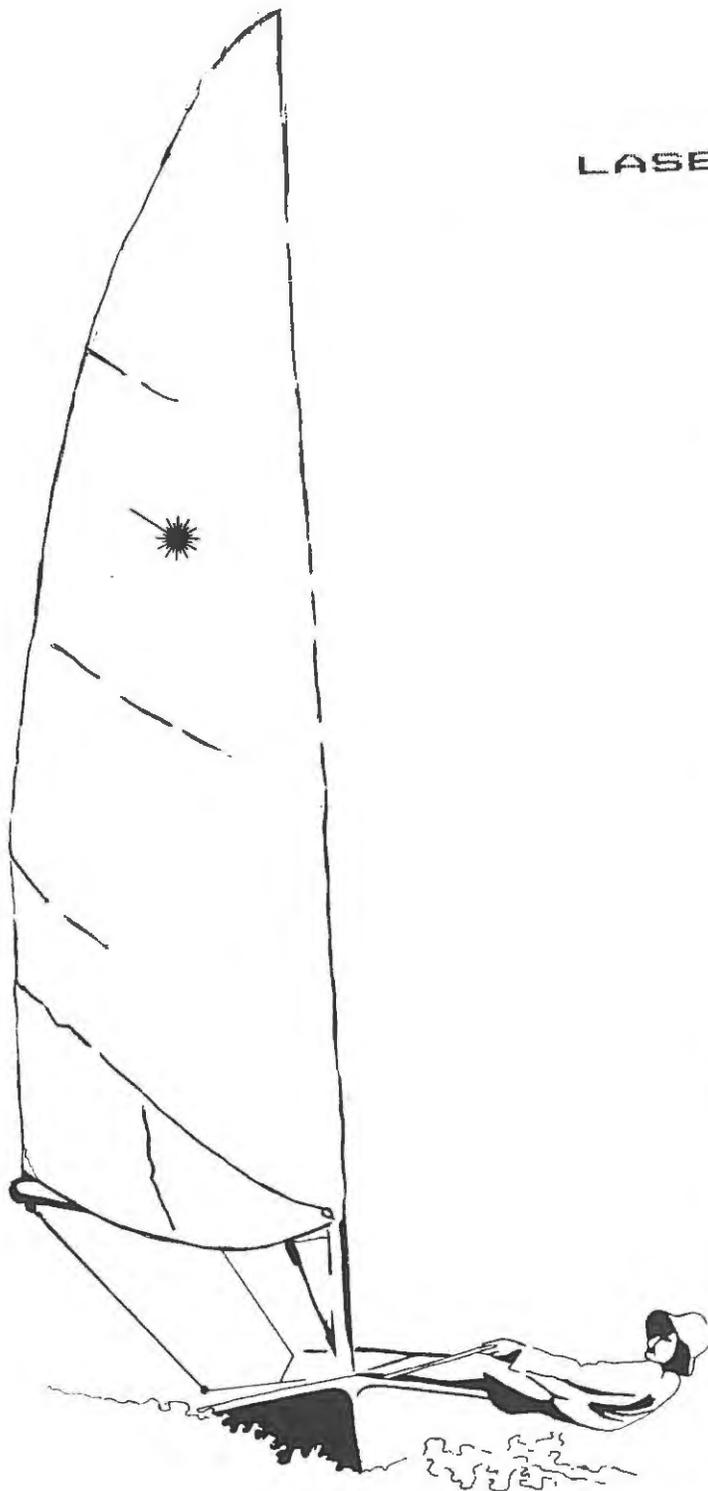
If you answered (b) you just blew your great start. If you answered (c) there is no condition met under Rule 69 to allow the jury to give you redress. If you answered (d) you're very strange. Yes, folks, the correct answer is (a). Lurking in the shadows of Part VI of the Rulebook is Rule 74.4 which may exonerate you if you can prove that "in consequence of her neglect of any of the rules, a yacht has compelled other yachts (ie, YOU) to infringe any of the rules (ie, starting properly). The port tacker may do her 720° turns and exonerate herself at the time of the incident.

Try it! Once you do you'll never go back (and restart).

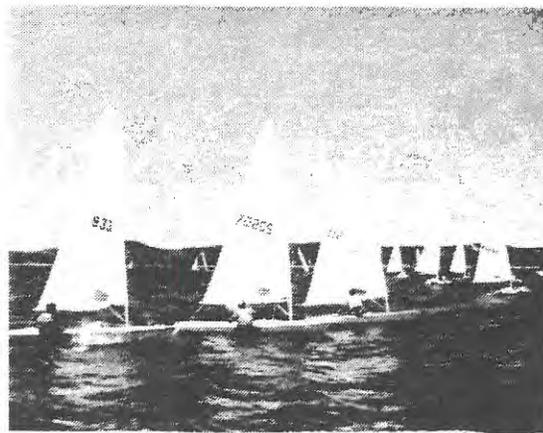
PS This also works for mark roundings, too

PSS If you have questions for me, please send them to the office.

FROM THE FLEETS



LASER



by Fred Schroth

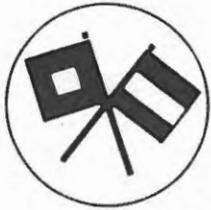
Ok. They think they can censure me. Well, this month I'm ready. The Wayne McEwen, Trenton Wann CENSORED stamp shall fill my articles no more. However, it should be noted that all of my future articles should be read with a bit of that good old "they mighta censored it" paranoia.

So far in 1987, CENSORED (Sorry, Fred.)

Along less serious lines, the Wednesday races will lose a certain amount of flavor when Deke Dekeyser leaves us May 1. Deke is going first to Michigan to make his new 40' Laser seaworthy and then he is going sailing permanently. The race for the last beer in the cooler will never be the same. Editor's note: He's just leaving because he can't beat me. Censor's note: neither of you can beat me.

The fleet is welcoming a bunch of new sailors this year so a partial list follows: Al Alyn, Bill Mitchell, Greg Garrett, Scott Young, Bill Loving, Rich Hlista, Steve Pervier, David Bernstein, Bill Lane, Danny Lein, Doug DeCluitt, Kevin Selfridge, and Mike Haggerty all either bought boats or have brought them out of mothballs so far as of April 7. Also, Lis Garrison and her daughter were out cleaning their boats for their new Mom-Daughter act. It looks like another banner year for AYC's most active fleet.

This year buy a VCR and tape St. Elsewhere. We have a lost of fun that you are just plain missing.



CB HANDICAP

by Teri Nelms

I'll get right to the point. (Wayne says make short and don't write anything you can't defend in court.) Either you all show up for the Centerboard Regatta May 9-10 or you're all gonna end up as captive Fireball crews. It looks like Matt Romberg and Dr. McIntyre are the only true-grit CBH-ers at this point, but I did manage to get the Fireball in the water the Saturday before the last series race. With my new crew, Tommy Gairloff, we only had two minor incidences. Well, I thought they were minor, Tommy thought they were both suicide material. (Men sure get hysterical over little things.) All that happened was that the trapeze harness broke the first time he stepped out on the wire. He didn't even go in the water so I don't see what the big deal was. The only other thing that happened was that the front blew in as we were putting the boat on the trailer. Yep, we capsized it on the trailer, dumped everything in the boat that was dry into the water and got three people wet trying to keep it from washing over the trailer and into the back of the car. Since I just finished varnishing the stupid thing I guess you could say that I got maybe a little hysterical myself. Just another exciting day on the lake.

I did observe that afternoon the visit of a nasty little dust devil as it moved across the parking lot and headed for the board boat dock with mischief in its mind. It skipped over a couple of boats and then picked up a yellow Laser, flipped it over two other boats and dropped it on the end of the dock. Not satisfied that it had done enough damage, it scooped up the same boat and spun it horizontally up into the air a good 20' and then dropped it in the middle of the cove upside down. It then swirled across the cove and yanked around on the sails of the Calagero's boat and an Ensign wh's crews were watching with open mouths and getting ready to fend off the flying Laser.

Then it went away. I was extremely grateful that it did not turn around and come after me as I had just untied the Fireball from the trailer and I think I would have looked pretty silly spinning around in the air holding on to the boat.

The Centerboard Regatta is a club-sponsored invitational regatta, and we hope to see the drysail parking lot empty for two days. (Except for the stupid trailered keel boats, but we may use them for turning marks anyway.) Call Nelms or Mandell or the appropriate fleet captains if you are interested in either crewing or borrowing a boat. The non-flat-belly Sunfish class will make its first public appearance at this regatta, so if you can find an unused Sunfish, bring it along and get the group off to a good start. You will receive a regatta notice with the schedules and format at the appropriate time. Hope to see you all out there, come out and just try to beat the floating coffee table....

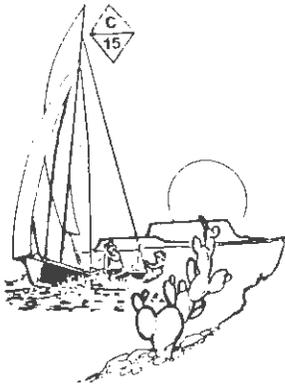
THISTLE

by ANON

Watch us! We will be out for the mid-spring series. This is our first "Chosen Series." Hopefully, we will have another.

Note: Welcome back, Rich Hlista. Sam and Fred...get your boat fixed up. It's been over one year now! Greg Porter... you've had two years. Deke's boat is not ready to die. Everybody call Tucker and Liss and invite them out. Ten calls would pep up most anybody.

AYC still has a Thistle Fleet!



**CORONADO 15
FLEET 34**

Fleet 34 is getting the season off to a great start. Our goal is to offer good competition and great fun. We must have

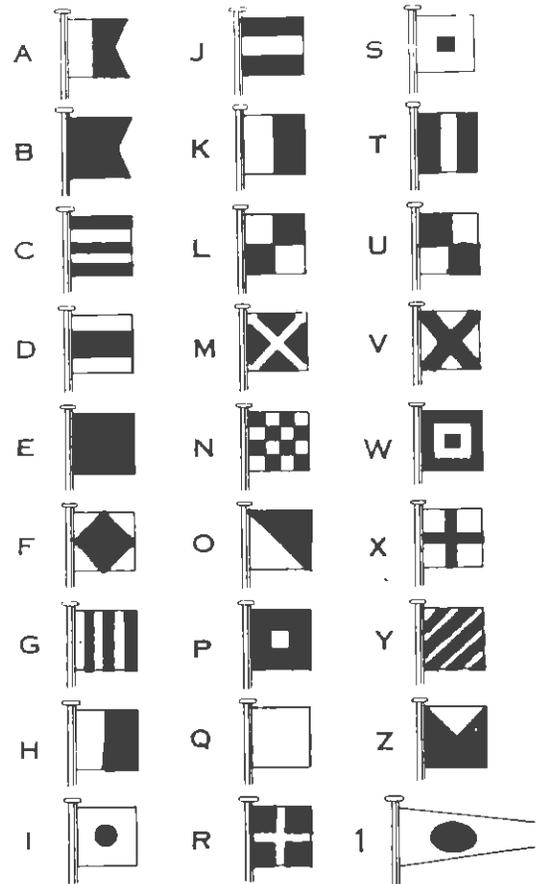
had lots of fun last year--and as soon as the babies are delivered--we'll get back to racing! Roy & Nancy Smith are proud parents of a new girl. Claudia Foster has been ready for three months, but baby John has been waiting for April.

Speaking of racing, several of us showed we couldn't wait for warmer water. I can attest--TWICE--that it is COLD. Noel Reed is undefeated in '87. C-15'ner John Mandell raced his party barge "Puke" to a top half finish in the J-24 circuit regatta. Greg Schertz was a crewmember on the winning boat!

Our first fleet meeting started with our usual, highly precise treasurer's report. "I haven't counted it lately, but it's in a shoebox upstairs and it's getting pretty light." I guess we'll follow the British with a new currency unit called ounces! The mexican food and beer fueled a great debate on new rigging changes allowing stern sheeting. It was resolved either we must drink L.A. beer or get rid of the midship traveler bar. The two just don't mix!

The C-15 fleet will be providing registration committee duty for the upcoming centerboard regatta in May. We've also got two members participating in the planned youth program. Last, but not least, Fleet 34 grew with a new member, Stephen Hinshaw. Say Hello! Here's to staying upright. See ya'll on the lake.

Fleet Captain,
Bruce Foster



PHRF Keel Fleet - A Division

by Gail C. Bernstein

Opening Day Ceremonies got most of us excited and ready to go. Another year of great competition under way! Since I was in St. Thomas, Phoenix, and Dallas three of the four weekends, I can't really relate to the inspirational Opening Day Ceremonies or give you any Spring Series results. But I am not too concerned, the way I have it figured, you probably were either there, have asked someone else, or don't really care.

A Fleet did have good representation at the AYC Road Rally. I speak of "good" in terms of team quantity because quality did seem to be a bit lacking! During the second leg of the rally David and I luffed Steve Vaughan and Max Hoene right off the course. All the way through the wrong move David kept saying we can't be all wrong since Steve and Max are still behind us. At the same time Steve was saying we can't be all wrong since Bernstein's are in front and Max is right behind. Guess what Max was saying at the very same time in the third car. I'll tell you, if I ever do this again, I am going to make damn sure I have smarter people behind me! But at least we showed up and gave it our best shot. Bob Tesch was so concerned about getting lost that he had back surgery just to have an excuse to stay home. That meant poor Carol was stuck on race committee, when we all know she really loves the excitement and pressure of quality road rallies. Sometimes it is hard to admit this, but we do have one shining star in A Fleet. Russell and ML took home fourth place honors. This either means the Paintons were sand-bagging previous years when they had a computerized Z-car or that car computers are like Vaughan's boat computer - you do better without them!

You probably all know by now that J29 sailors like fame and fortune. This includes winning the high dollar prizes and trophies presented for AYC races. Since we were having a little trouble with this, the Fleet Handicap Committee was approached for a little help. Effective April 1, several A Fleet boats have new ratings. Be sure to check the

latest Handicap Committee Rating Schedule to know where you stand in the fleet.

Something is supposed to come in like a lamb and out like a lion. This year it seemed to be winter! The Spring Regatta was cool, but at least there was wind and we finished before the heavy rain on Sunday. The new rating worked well for two of the J29s. Glad to see the new Ross out and keeping everyone on their toes. Do they really know what they are doing or was that beginners' luck? Bob Tesch was back on the race course, but decided he went to the wrong surgeon since Gary Lomax took first place honors at Spring Regatta the year he had back surgery.

Don't forget to get your Rating Certificates filed with the Handicap Committee. It will only take a few minutes of your time. If you have any questions contact Ray Lott.

The Keel Fleet already has Wild Turkey, Red Eye Warm-up and Red Eye regattas on the AYC race schedule. We will also try to host a Keel Boat Singlehanded Race. If the fleet secretary ever gets back in the country, I am sure he will write an article for the next Telltale and let everyone know the schedule.

April and May are busy months. Mid-Spring Series, Laser Easter Regatta, UT SEISA Regatta, USYRU Club events, and Turnback Canyon Regatta to name a few. We also have a Centerboard Regatta this year. So beg, borrow or steal a centerboard for this first annual event. If you can't do that, at least come out to watch Teri Nelms break in a new crew. After all we know she never gets any repeat business! That should be worth a few laughs.

I can't think of any more good gossip or insulting remarks. Besides it is late and tomorrow I have to drive to lovely downtown Temple! See you out on the race course.

KEEL HANDICAP - B FLEET

by Frank Riha

In our last episode you will remember we signed off with a white knuckled cliff hanger. Would Taco Breath be able to keep the new name on his J-24, "Undeclared in 87", without losing face? Well, as you might have guessed, it didn't take long for old Fred to become hoisted with his own petard. Having a name like "Undeclared in 87" is sort of like painting a bulls eye on the side of your boat.

In the first race of the Frostbite series John Mack in a J-22 and Claude Welles finished first and second leaving Schroth with humiliating third. At the defrocking ceremonies following the race while John and Claude were sandblasting the name off of #187 I thought I heard Fred say something about being able to finish first if he had just been able to get the damn dagger board up on the downwind legs.

The second and final race of the Frostbite was in fact a makeup race. Claude Welles finished first, Jim Swanzy finished second, and, you guessed it, Fred Schroth finished third.

Trophy winners were Claude Welles - 1st, Fred Schroth - 2nd, Jim Swanzy - 3rd, Frank Riha - 4th, and Pete Shough - 5th.

While the weather did not co-operate very well and only allowed two races in the Frostbite series, participation was very strong with sixteen boats in the first race and fourteen boats in the second race. We will have to thank the J-24 and J-22 Fleets for the strong turnout as the regular "B" Fleet boats only numbered seven with two Cal 9.2's, one Capri 25, two Catalina 30's, one Holder 20 and one Lindenberg 26. Seven J-24's and four J-22's rounded out the fleet.

The wind gods were just as fickle in the Spring Series as the Frostbite. Only two races were scored for the Spring Series with one race expiring with the time limit and the last race being blown away in a "blue norther".

With ten boats participating in the first race Claude Welles in a Cal 9.2 finished 1st (he even corrected to first in "A" fleet), yours truly finished 2nd in a Cal 9.2, James Hendrickson finished 3rd in a Holder 20 and Erhard Sudermann finished 4th in a Beneteau 30.

The second race of the series once again found the Commodore in charge of Vice in first place, Hendrickson (damn Holders) in second, Riha in third and Tom Lott in fourth place.

Trophy winners were Claude Welles - 1st, James Hendrickson -

Keel Handicap - Class C

by Vicki Bremer

With all the mail and phone calls reporting tidbits for the Telltales from all you Fleet C'ers (hint, hint), I hardly know where to begin. But more to the truth, I hardly know what to report. I lied about the mail and phone calls.

Exciting news on the sailing front -- having only sailed two races in the Spring Series so far (I'm reporting early because of a trip) -- seems to be the J-24 Circuit Regatta, the Draheim/Andrews Olympic Campaign and, of course, Race Committee duty on March 15.

If you missed the J-24 Regatta with 46 boats racing, you missed a spectacular event. Those leeward mark roundings with dozens of J's jockeying for position at once while dousing spinnakers was a sight to behold. And watching spinnakers being hoisted after rounding the windward mark was quite an education. Coaching from the sidelines is always easier than actually doing it right ourselves, however.

And thanks to the efforts of people like Dave Broadway, Lanelle Montgomery, Rod Malone and Gary Grudnitski, the Draheim/Andrews Olympic Campaign benefited at this Regatta too. T-shirt and margarita sales certainly helped our fund-raising efforts. And we couldn't have done it without the generous support of the J-24 Fleet. With Bill Draheim and Keith Andrews currently ranked #1 nationally in the 470 class, we're helping a couple of winners who can bring home the Gold for Austin and the United States. (This was not a paid advertisement brought to you by ...)

Race Committee duty doesn't quite meet the world-class status of Olympic sailing, but we sure know how to have fun. Bill Records runs a tight ship when it counts! But why did everyone turn to look at me when Steve asked, "Should I bring the bag back to the Club?" Only stale bread and radiator water for you guys next time!!

Keep those cards and letters coming ...



THE THRILL OF VICTORY....

....THE AGONY OF D-FLEET!!

2nd Quarter

by Kathy Pillmore

With Frost Bite out of the way, we get down to serious racing. The "Spring" series began with yours truly and spouse taking off for Florida and a visit with the folks. We also saw former D-fleeter, Ralph Jones and his not-yet-wife, Jeanette! They postponed the wedding date to accommodate the parents, but they made it legal as of March 28. Both were well but wishing they were back in Austin. Look for a reappearance of the Joneses possibly as soon as this summer!

Meanwhile, back on Lake Travis, Dave Boerner in his Spirit 23 was seen doing circles around "I" mark while gracefully grasping defeat from the jaws of victory. Thus allowing the Weller's "Strider" to take their first win of the year!

The second race of the series was one of those infamous Lake Travis marriage destroyers...no wind. Dave made up for his loss of a week earlier by limping across the finish line neck and neck with the Pillmores who, of course, gave him enough time to lose a 1st place. It was good to see Jan and Ken Roehrig and their son Kyle in their San Juan 21. Ken managed to work from the back of the fleet to finish 3rd in wind conditions not typically suited to San Juans.

The third race was more fun. We actually had wind and a good, close race. We've noticed two Catalina 25's becoming more and more competitive--welcome to the fray! The Wellers corrected out ahead of us'ns to take another 1st place finish (now don't get the big head guys!)

The series took a rest during the J-24 Circuit Regatta. What a sight! 45 boats on the starting line all wrestling for the best position. Needless to say, they had to practice for a while before they got it right.

The last race day was greeted by low temperatures and high winds. I thought winter was over! The race was called so we all enjoyed a warm fire, cold beer and conversation in the clubhouse while the dinner fixers fixed dinner and the number crunchers crunched numbers. For entertainment we watched as some fools boarded Steve Vaughn's boat and went for a little pleasure cruise. How was foredeck, Hap??

The series ended with only 3 races (and no throw outs as we learned to our dismay). The Wellers clinched 1st, Dave Boerner took 2nd and the Pillmores were happy to have eked out with a 3rd.

Pam and Perry are trading in their sails and sheets for rubber rafts and paddles as they leave for a white-water (and white-knuckle) raft trip over Spring Regatta weekend. While in another world--The Roehrigs, all practiced up from the Spring series, left for 3 lazy weeks on a 51 footer in St. Thomas! Now that's a pleasure cruise!

This quarter we discuss the boat known as "STRIDER". When this reporter queried Perry Weller about the name of their vessel he replied that Strider is the name of the Ranger in Tolkein's "The Hobbit". When asked why the name was selected he responded, "We've always wanted to be like a Ranger!" Like I always say, if you must dream, dream big!!

SEE YA' ON THE LAKE

This is the third time I've started this article. There's so much to tell you, I quite frankly don't know where to start. I suppose I'll start by telling you about the good time Fleet 11 had last weekend while hosting the first J-22 Circuit Regatta of the 1987 season. Twenty five boats were registered - coming from Dallas, Houston, San Antonio, and Shreveport, Louisiana. The Austin weather provided something for everyone, starting with light winds Saturday morning, building as the day progressed, and ending with winds of 25-35 m.p.h as the Northern blew in. Those who left their boats in the water Saturday night found themselves retrieving them in 37° weather with a light sleet falling. Invigorating! Special thanks to Nancy Woodward who organized the regatta and to Wes Odell for an outstanding race committee. The first three places were won by local sailors: Scott Young - 1st, Mark Rylander - second, and Craig Holmes - third.

We're proud to say that the Spring Series found the J-22 fleet well represented, with an average of ten boats at the start. Scott Young took the first place trophy for the series, with Craig Holmes placing second, Mark Rylander finishing third, and Steve Brown coming in fourth.

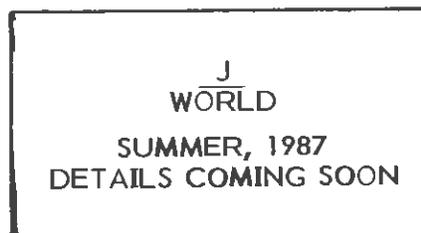
February was a busy month for our fleet. On February 7th & 8th Mark Rylander and his crew, Scott Myers and Terry Cox, participated in the Houston Midwinters and captured first place in all three of the races. The following week, the Midwinter Championship, in Clearwater, Florida, found Mark Rylander with crew, Scott Myers and John Bartlett, and Doug and Nancy Woodward and crew, David Jamail and Leslie Lanier, competing. Out of 34 boats, Rylander took 4th place. Pretty good, huh!

On February 7th, the J-22 fleet hosted a chili cook-off for our crews and a few friends. David Gage served as emcee, and the judges were Dave Broadway, Trenton Wann, and Jimmy Fontenot - all reputed to be unbiased chili connoisseurs. In all there were seven pots of chili - Gujalote Picante Chili (Puts Hair on Your Chest) - J. Mack, Wonder chili (Where's the Beef?) - C. Mack, Bio Hazard Chili - D. Gage, Bartlett's Eat At Your Own Risk Chili - J. Bartlett, Second Hand Chili - Carl Morris, Going Down the Road Chili - B. Lackey, and Pedernales River Flood Chili (Cures Sinus and Backache) - S. Slaughter. Question: Shirley, where'd you get that old sock floating in your pat?

Bio Hazard Chili, created by David Gage, drew the most response from the judges. Here's a sample: "You could hold it upside down and it wouldn't come out", "Does anybody need to glue shoes together?", "I think it's got marine text in it!", "God! - It's got some bottom paint too!", "Somebody just lost, that's the worst chili I ever ate!", "When are you going to learn how to make chili?", "Dishonorable mention!".

Second Hand Chili, from Carl Morris, won the first place award, with second place being won by John Mack, for his Gujalote Picante Chili. Red aprons, with jalapenos and the J-22 emblem adorning the pockets, were provided as prizes by Pattie Meyers. After eating and tossing around a few stories, most of us went sailing.

The AYC Race Committee Seminar was held on Friday, January 20th, and the J-22's provided snacks and tended bar. I couldn't help but notice that the permanent race committee has, among its members, three from our fleet - Craig Holmes, Mark Rylander, and John Saunders.



by Gary Grudnitski

The Spring AYC Series was the series where anything could and did happen. To start with, because of no wind and then too much wind (and cold), the 8-race event was pared down to 5 races.

The first 2 races of the Series were sailed in a light and shifty Northerly. It was Fred Schroth's kind of day, as he captured a second and first in Psycho. Doug DeCluitt's Bon Temps had an excellent first race to take a bullet and the partnership of Cherico/Selfridge sailed Scarlett O'Hara strongly in the second race to earn a second out of the 12 J/24's that started.

Only one race was completed March 8. With east winds varying from 5 and nothing, 16 boats limped around the single triangle course. Hart, who had an unidentified sailmaker on board, used his fullest sails and went the furthest right on the beat to catch the filling Southeasterly "breeze." From the weather mark, 15 other J/24's followed her transom around the course. Rob Johnston steering Superman finished a distant second (but during the same day).

Plenty of air greeted the 15 plus J/24's that started what was to be the last 2 races in the Series. In a closely contested battle, Superman caught Bon Temps at the second weather mark, got inside at the leeward mark, and then closely covered her to eke out a first. In the second, single triangle race a mysterious "puke" colored boat crossed the finish line first. Paint samples from "Puke's" hull revealed the skipper to be none other than, are you ready for this AYC, John Mandell!!! Based on this racing anomaly, it's rumored that wheels are being set in motion to bring Courageous out of retirement for the 1990 America's Cup.

So who collected the hardware of the series? DeCluitt won the tie breaker with Vuperman to finish first, Schroth's Psycho (that has a ring to it, doesn't it) and Scarlett O'Hara won third and fourth place respectively, and old "Puke," sans 7.5 HP motor on her transom, ended up fifth unrespectfully.



merit

by Janis Livingston

Forget all your troubles, forget all your worries, get the blender out, fill the ice chest with ice and beverages of your choice. Plan on spending a relaxing evening on your sailboat. The Bangs have been busy planning the upcoming fleet social event. The plan is to sail to captain's club restaurant Saturday April 25 for dinner. This was a lot of fun last year, so don't miss it. We will be leaving the AYC vicinity around 6pm and should arrive around 7pm. If your boat is docked elsewhere or you are coming by car, plan your departure time accordingly so that we can meet you along the way. I would also like to stress that you may invite any number of friends, relatives, enemies, etc. This is not a closed door event. Please RSVP though so that we can warn the restaurant.

We had 5 souls, brave the wind, rain and cool weather to participate in the first regatta of the year. First place went to Kirk and second place went to Steve, which were the only 2 boats to survive and finish all 3 races.

Some people will go to great extremes to get out of a protest or to get a helicopter ride. Joe Rymal was rushed to Seton Hospital via Starflight with chest pains Saturday with chest pains Saturday of the regatta. Reports are he is recovering fine and his condition is good. We wish you a speedy recovery.

Calling all racers!! Forget your yard work, forget your house repairs, come join us for some fun competitive racing. Don't forget happy hour back at the clubhouse after the races. If you need help getting your crew together or getting your boat ready give us a call. Kirk and I will help any way we can.

With the beginning of the next series, we also need volunteers to do after the race happy hours. Pick your weekend and give me a call.

Happy Sailing!!



UNDER THE COTTONWOOD

by Danny Lien (for Vern Harris)

The Spring Non-Lakeway Regatta was a lot of fun for this writer, except when Ray Shull passed us at Lakeway the first two races. With my daughter Rebeka unscrambling spaghetti and calling traffic, Pam's daughter, Jennifer Kern, calling puffs, and David (who owns the front half of the boat) pointing the way, we were set. There is something about kids that makes a boat go fast. We duked it out with Jimmy Fontenot for two races, covering and blanketing. We almost let him place Deke (yes, Dekeyser can sail an old fart's boat and he was pretty good) and Duane between us. The pack was pretty tight. Allen Breeze and Bob sailed 1-1/2 very good races. We need to bid Bob goodbye as he's off to foreign waters and some big boat sailing for a year. Jimmy proofread this paragraph and stated that he was in general agreement with the account, but he asked why I didn't include his lifting over U-Flotem and pulling ahead with his secret weapon, a new 130 from a "Big Town" sailmaker. After a beer or two, we agreed that he, with Greg and Barbara sailed near flawless races. He demonstrated superb boat handling in the puffy weather. We agreed that my crew and I did all right, too, tying for 2nd, but losing the tie breaker. He did say we should mention Ray's 3 bullets, so I will. Ray got 3 bullets. By the way, Vern Harris and Bob Freeman were serving on the Race Committee and doing an outstanding job. (Vern wrote that part).

The J-22 Circuit Regatta is a topic for this article, as half of the SC-21 skippers and crews were on many of the 25 boats which participated! And why not! South Coast 21 sailors would tend to like a 1750 pound boat, 22 or so feet long with a large cockpit to cabin ratio. Give up a few inches, 50 pounds, raise the boom and you might have a South Coast. I'm not trying to say a SC-21 is as fast. With her outboard rig and lower aspect sails, a SC-21 won't point against a J-22. There are other differences. The SC-21 has harder bilges and therefore more form stability.

The J-22 has NACA foils where at best, you could say the SC-21 keel vestigial wings with slight endplate effect. The SC-21 has a balanced rudder closer to the keel and turns much quicker...this list could go on, but the truth is, no SC sailor cares how his boat sails against J-22's. He wants to know how she sails against other SC-21's. Perhaps the 2 most important aspects about both is that one, they're beautiful boats in the water, and two, there're plenty of others to race one design against.

To the J-22 skippers who didn't race the Spring Regatta, borrow a South Coast, or have your crew buy one, or do as Bud has and own one of each. Bud with Carl Morris and Greg Garrett represented SC sailors very well at the J-22 Circuit. Go get those Rockstars!!



SEMINAR TALES

by Wil Smith

Gather around folks and let me tell you the tale of the time Ed Baird came to town. The past world and/or national champion Laser, Sailing, and J-24 arrived at the Austin airport in working togs to spend the next 2 days expounding on the intricacies of racing sailboats, J-24's that is. Ed, who has years of experience giving racing seminars, had recently given up his "real job" (with suit and tie) to work full time at lecturing and writing on, you guessed it, sailing. He was dressed appropriately - faded jeans and polo knit shirt with full duffel bag. We had less than an hour to get to the club for 70-80 people and 18 J-24's that would participate in the seminar for the next 2 days. Having been a veteran of previous less than beneficial seminars, I was withholding the "hoo-rahs" until we saw if this cowboy from Florida could ride. He proved to be very articulate and had a sense of humor too. His vast experience showed through as he proceeded with chalk talks woven with an eye for the humor in the human aspects of sailing. He talked of putting on a jib cunningham for the fiesty foredeck crew who needed to have a line to constantly adjust. Then, he expanded the idea to include an "owners" line...that's when a rockstar borrows a boat and the owner gets to come along. Well, the "owner's" line is attached to shock cord and he's instructed to pull it periodically. I think I saw Ron Harden holding a line led to an unknown spot the following weekend in the circuit regatta.

We had talks on the dock about rigging whys and wherefores and especially NOTS. His main theme was, "Keep it simple"!

The on-the-water drill was in high _____ I said, high wind. And the "bumper car fleet" kept the nickname alive and Fred Schroth smiling as we banged, tapped and crunched our way through start practice and windward drills.

I heard many positive comments on Mr. Baird's presentation. His chalk talks were excellent with great clarity and depth of understanding. Personally, I think it would be great to have him back as a club guest for winter chalk talks on Rules.

Happy Sailing and you're welcome Fred S.



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WANTS TO CREW

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ANNOUNCEMENTS

Glassware is on sale at the AYC office. It is very pretty and handmade. We have it left over from the SPRING REGATTA.

If you do not have an AYC decal on your car then GET ONE !!!!!!!

Brand new AYC BURGEES and AYC T-SHIRTS are also available for purchase.

From the Handicap Committee:

The rating committee held its final meeting of the 1st quarter and after considerable discussion made the following rating adjustments:

J 29	changed from 108 to 111
Olson 30	" " 102 to 99
J 35	" " 75 to 72
J 27	" " 114 to 117
Kiwi 24 (Wahlberg)	unchanged
Kiwi 24 (Siezmore)	" " 210 to 204

The next open meeting will be held May 13th at 7:30 pm at the AYC clubhouse. All interested parties are invited.

The following boats have been brought up for the 2nd quarter and will be discussed at the open meeting:

Spirit	28
Pearson	303
Hobie	33
Catalina	27

If you have not submitted your rating certificate application, please submit one as soon as possible. Additional forms are available from the AYC office.

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