

# Telltale

Nov. 1987

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A U S T I N \* Y A C H T \* C L U B

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AYC TEAM WINS THE U.S. MEN'S SAILING TEAM CHAMPIONSHIP FOR THE MALLORY CUP  
Cover Photo by Al Alyn



## AUSTIN YACHT CLUB

5906 Beacon Drive  
Austin, Texas 78734

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Vice-Commodore-----	Claude Welles
Secretary-----	Lanelle Montgomery
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Business Office 266-1336  
Clubhouse 266-1897



N O V E M B E R

1 9 8 7



## FROM THE COMMODORE

Well I'm standing here a little "Red-Faced" 'cause last time I told you about all this swell stuff that had been done or rather I thought would be done by the time you got your Tell-Tale and guess what --- some of it wasn't --- blush. Well, I sure learned my lesson, from now on I'm only going to talk about stuff that is already done --- finish, finale, etc., etc.

Based on this new resolve I decided to wander around the Club to tell some folks about some of the things that HAVE happened. Shucks, I couldn't find anyone to talk to --- everyone was gone. Scott Young had taken Mike Haggerty, Doug Kern and John Moran up east somewhere to bring back this really swell piece of silver called the Mallory Cup, a feat which they accomplished. Terry Shertz with Vicki Holms, Jennifer Draheim and Linda McDavitt went to Houston for the TYA Quarter Finals in Adams Cup Competition as did Pat Katon with Gail Bernstein, Michal Wann and Cynthia Darwin. As it looks right now, all these folks are going to miss the Annual Banquet as they compete in the Area "F" Event.

Doug Kern, Matt Romberg, Scott Young and Fred Schroth weren't around. They had gone up to compete in the O'Day Area "F" and Doug went from there to the Finals. Six other folks, Bill Draheim, Kieth Andrews, Greg Shertz, Jennifer Draheim, Linda McDavitt, and Bonnie (Odell) Lackey won the Area F Team Racing Event, but were tied up and couldn't get away for the finals.

Paul Forrester with Andrew Goldman and Bill Draheim were down in New Orleans winning the Champion of Champions Regatta while Tim Lott was down in Houston competing in the TYA Prince of Wales Competition.

Matt Romberg was accepted for the U.S. Youth Championship at Rush Creek in Dallas.

It's bad enough that all the folks were gone off racing, leaving me no one to talk to, but that's not all. Gail Bernstein was named a USYRU Judge and Tom Romberg is a Senior USYRU Judge as is Al Alyn, and when Tom's not off judging somewhere, he's off as Commodore of the Texas Yachting Association. Rob Johnson as member of the U.T. Sailing Teams was named as Honorable Mention All-American in collegiate sailing and is President of SEISA.

I went looking for Hap Arnold the other day and he was off in Korea as the doctor for the United States Olympic Team, and Bill Draheim with Keith Andrews and Paul Forrester with Andrew Goldman are gaining momentum in their international quest for spots on the United States Olympic Team --- I guess they want to spend some time with Hap.

Two national champions, two Olympic hopefuls, the Olympic Team Doctor, TYA Commodore, three USYRU Judges, and scores of other regional and state and class champions --- not a bad list of credentials for a 400 member club from an area that most of the country thinks doesn't even have enough water to float a boat.

I was sitting at a picnic table under the clubhouse the other day and expressed to Hap Arnold my pride at being associated with such an impressive group of people. He looked at me, a little surprised by my amazement and said, "Ya know what? Twenty years ago a group of us sat down in forming this club and said that's exactly the kind of club we were going to have." Well, Ya'll done good Hap, even if it's hard sometimes to find someone to talk to ---Thanks.

COMMODORE TRENTON WANN



Photo compliments of Bill Records

FROM THE EDITOR



PLEASE HELP ME IN WELCOMING ALL OF THE NEW MEMBERS FOR 1987 FOUND ON THE NEXT PAGE. MY THANKS TO ALL OF YOU FOR YOUR HELP WITH THE 1987 TELLTALE ISSUES. MY MOST SPECIAL THANKS TO VICKY BREMER, CAROL TESCH, FOR THE TYPING, AND MY FAITHFUL AND DILIGENT ASSISTANT GWEN MANEVAL AND TO BILL RECORDS FOR HIS PHOTOS AND MIKE STRANGE AND THE FINE PEOPLE AT PRINIT-IN-A-MINIT FOR THE PRINTING. SEE YOU AT THE CLUB.  
WAYNE MCEWEN

LATE NOTE: GAIL BERNSTEIN IS A USYRU ASSOCIATE JUDGE AND RECENTLY WAS NAMED A USYRU SENIOR RACE OFFICER.

THE INSIDE TALES-----

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*YACHTS and Yachting reports: "Apart from the racing there will be the usual full social programme during the week, with the Royal Yacht Squadron, the Royal London YC and the Royal Corinthian YC holding their members' balls." Guardian 7-8-85*

YOUR TELLTALE STAFF.....

TRENTON WANN	COMMODORE
CAROL TESCH	SOCIAL WRITER
VICKI BREMER	FEATURE WRITER
KEN HUTCHINSON	FEATURE WRITER
KATHY PILLMORE	FEATURE WRITER
AL ALYN, SCOTT YOUNG,	RACE REPORTER
PAUL FORESTER	EDITOR
WAYNE MCEWEN	

SPECIAL CONTRIBUTORS

GLEN BYUS, GAIL BERNSTEIN, CAROLYN MACK, SHIRLEY SLAUGHTER, JANIS LIVINGSTON, KEVIN GIBSON, BOB TESCH, FRANK RIHA, TIM "WIZARD" ERWIN, AND HAROLD NEEL

PRODUCTION ASSISTANTS

VICKI BREMER, GWEN MANEVAL, CURTIS TARPLEY AND BRAD SCHWAB

UPCOMING EVENTS AT AYC-----

OPEN PHRF MEETING	NOVEMBER	18
END OF SERIES BUFFET	NOVEMBER	22
WILD TURKEY REGATTA	NOVEMBER	28
AYC ANNUAL MEETING	DECEMBER	3
AYC ANNUAL BANQUET	DECEMBER	5
CHILDREN'S PARTY	DECEMBER	12
RED-EYE WARM UP RACE	DECEMBER	13



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

1987 NEW MEMBERS

RANDY & DEBBIE BAYLOR  
10653 FLORAL PARK DRIVE  
AUSTIN, TX 78759  
346-2963 - HOME  
463-8452 - HIS WORK  
480-1600 - HER WORK  
HARPOON 5.2

MICHAEL & BONNI CHAMBERS  
2815 HWY. 71 EAST #15  
DEL VALLE, TX 78617  
389-1685 - HOME  
(817)939-2007-HIS WORK  
459-2122 - HER WORK

GARY & DONNA COOPER  
6303 LONDON DRIVE  
AUSTIN, TX 78745  
441-1078 - HOME  
870-3490 - HIS WORK  
CATALINA 27

JEFFREY L. DELANEY  
1506 KINNEY  
AUSTIN, TX 78704  
443-2365 - HOME  
440-1188 - WORK  
CAPRI 14.2

ANNE ELLZEY  
8405 BENT TREE RD. #3622  
AUSTIN, TX 78759  
345-0543 - HOME  
346-6520 - WORK  
CAPRI 14.2

ROD & CAROL ETHRIDGE  
9504 EDDYSTONE  
AUSTIN, TX 78729  
258-3061 - HOME  
343-8611 - HIS WORK  
258-6451 - HER WORK  
BUC 250, SUNFISH

PAUL FOERSTER  
908 W. 26TH ST.  
AUSTIN, TX 78705  
479-8748  
C-15, J-24, LASER

WILLIAM M.(BILL) HAWK  
2513 EXPOSITION BLVD.  
AUSTIN, TX 78703  
474-7571 - HOME  
473-3501 - WORK

STEPHEN HINSHAW  
1508 ENFIELD #8  
P.O. BOX 49502  
AUSTIN, TX 78765  
476-2827 - HOME  
837-1800 - WORK  
C-15

DOYLE & TOYI JOHNSON  
5410 PHILLIPS CIRCLE  
AUSTIN, TX 78734  
266-2918 - HOME  
345-985F2 - HER WORK  
SAN JUAN 24

MIKE & GAIL MAYFIELD  
9111 GLENLAKE DRIVE  
AUSTIN, TX 78730  
346-3176 - HOME  
838-9673 - HIS WORK  
445-8510 - HER WORK  
OLSON 30, LASER

CHARLES & JOAN POPE  
O END OF THE TRAIL  
AUSTIN, TX 78734  
266-1761

ED & PATTY RADZIK  
506 BEAR CANYON  
MANCHACA TX 78652  
282-8352 - HOME  
928-7292 - HIS WORK  
SELF 14

WILLIAM & PAMELA RODGERS  
12902 STANZEL DR.  
AUSTIN, TX 78729  
331-8458 - HOME  
454-9643 - WORK  
J-24

RICHARD & BEVERLEY SHARP  
7609 NEZ PERCE TRACE  
MANOR, TX 78653  
276-7795 - HOME  
462-4500 - HIS WORK  
440-2052 - HER WORK  
LASER

HOWARD & MARTIE SHIREY  
P.O. BOX 326  
MANCHACA, TX 78652  
282-4933 - HOME  
463-9826 - WORK  
C-22

JERRY & ANN SIZEMORE  
RT. 2, BOX 359  
LEANDER, TX 78641  
267-1680 - HOME  
KIWI 24

BILL & LESLIE SMITH  
12213 ARROWWOOD DR.  
AUSTIN, TX 78727  
339-4536 - HOME  
462-5796 - HIS WORK  
480-1965 - HER WORK  
FIREBALL, MSCOW

BILL TOMMEY  
14552 RBT.I.WALKER  
AUSTIN, TX 78728  
251-6825 - WORK  
823-9006 - HIS WORK  
OLSON 30

DICK & EILEEN FINNEGAN  
9405 MYSTIC OAKS TRAIL  
AUSTIN, TX 78750  
258-8958 - HOME  
462-2766 - HIS WORK  
823-2020 - HER WORK  
CATALINA 22

BART & MARILYN HOSIER  
9716 ANDERSON VILLAGE  
AUSTIN, TX 78729  
331-9851 - HOME  
531-8156 - WORK  
CATALINA 22, LASER

# SOCIAL

by Carol Tesch

Shame on you if you missed Family Day. This was Mike Strange's BIG IDEA, and since he couldn't get anyone else dumb enough to chair this event, he had to save face and do it himself. SO....who did he recruit to help him with Family Day? All his single friends, of course. Way to go, Mike! Anyway, Mike must have done something right because everyone had a great time! There was something for everyone, including sailing lessons and the First Annual AYC Triathlon. Thanks, Mike!

The Summer Evening Buffet has passed and guess what...we all lived! Sam Humphrey cooked dinner for us and...we all lived! The shrimp was out of this world and so was Marietta's fantastic potato salad. I definitely think this should be a yacht club tradition. Thanks, Sam, and all your hippie friends for a job well done.

Shame on me for missing the AYC/LTCA Mai-Tai Cruise. Never mind that I sent out a flyer inviting everyone to the Pina Colada Cruise. There's not much difference between a Mai-Tai and a Pina Colada anyway, is there? The turnout was great, and everyone had a lot of fun! Thanks to Dave Wahlberg & LTCA for letting us join them. Hopefully, we can do it again sometime.

I knew I was doing you a favor when I asked Shirley Slaughter to chair the Fall Buffet. Shirley recruited all her Sunfish buddies and they put on a delicious dinner. All of us know Shirley really knows her way around the kitchen, but she must have had her work cut out for her training those Sunfish sailors. She did it! And it was fantastic! Thanks, Shirley, and the Sunfish 70 Fleet.

Speaking of Sunfish...like Eddie Chiles says, "If you don't own a Sunfish, get one!" This fleet (which is becoming the largest Fleet at AYC) has so much fun! They really know how to have GREAT PARTIES! Tim Erwin, the Grand Wizard of the Sunfish Fleet, has worked very hard to make this happen.

The Fall Regatta is over, and I would like to take this opportunity to thank the AYC people who helped make this happen. A special thanks to Vicki Bremer who was EVERYWHERE doing EVERYTHING. She worked in the office the week before the regatta helping Gwen keep her sanity, she was Registration Chairman for the regatta, and she worked Race Committee in her spare time. Also, James Pinno did a fantastic job as Dinner Chairman. The dinner was delicious....I just don't see how anyone can feed 200+ people and think it's fun! Janis Livingston was a super donuts and coffee chairman, and Jennifer Draheim did an great job on trophies. Thanks to all of you.

Coming up is the end of the year and all the winding-up activities. Don't miss the Winter Buffet this year...rumor has it there may even be a live band for that. The plans for the Annual Banquet are shaping up and it looks like this year will be even more fun than ever. Watch for details about the upcoming Family Christmas Party, complete with Santa Claus !! Claudia Foster is putting this together. I think this was a great idea, and the kids will love it. We cancelled the Chili Cookoff--felt it was too close to the Annual Banquet, so hopefully, that is something that will be done in the future, because Shirley tells me she has a REALLY HOT RECIPE for the BEST CHILI IN THE WORLD.

See you on the lake!

☆ ☆ ☆  
Austin Yacht Club

PRESENTS

☆ ☆  
BIG TIME GLITZ  
& GLITTER ☆

THE  
BIG BAND  
SOUND  
OF  
PRIME  
SWING



ANNUAL



BANQUET

December 5th ~ 6p.m. ☆ Tracor Ballroom

# **FAST FORWARD**

*Foerster • Goldman 1988 Flying Dutchman Olympic Campaign*

**Paul Foerster • Andrew Goldman**

## CHAMPIONSHIP OF CHAMPIONS

The skies were sunny and the winds light as national champions gathered for the Championship of Champions Regatta in New Orleans, Louisiana from Oct. 4-7. Each year this invitational regatta pits the national champions of different classes against one another. This year USYRU chose 16 competitors out of 140 applications to race Flying Scots in a 6 race no throw out series. Paul Foerster of Austin, Texas and Andrew Goldman of Greenwich, Connecticut, the 1987 Flying Dutchman Champions, were joined by Bill Draheim of Austin, Texas to round out one of the three man teams.

Competition proved to be tough the first day. After two light air races the top five boats were all within 5.25 points of each other. Jim Holder, the Coronado 15 champion, was in the lead with Steve Callison representing the Snipe class in second. Greg Fisher, the Flying Scot champion, Tim Mulvaney the Lido 14 champion, and the Foerster, Goldman, Draheim group were all tied for third.

Conservative sailing proved to be the wisest tactics on the 2nd day of the regatta. In the second race of the day, three of the top five boats were over early. However, Tim Mulvaney managed to stay out of trouble and captured the lead followed closely by the team of Foerster, Goldman, Draheim.

The first race on the final day, Foerster's team led around the triangle. Unfortunately they dropped back to sixth after a 50 degree windshift. However, on the last beat they managed to pass Mulvaney and edge closer to the lead.

Going into the last race the Foerster Team was 3.25 points out of first, but only 4 points ahead of Greg Fisher in 3rd. After a bad start Foerster's team worked their way into 2nd place around the top mark and rolled the 1st place boat. Fisher moved into second place and Tim Mulvaney was buried back in the fleet. On the next beat, Mulvaney battled back to 4th. However, the winds were light and flukey and on the last beat of the race Mulvaney chose the wrong side of the course and ended up in 7th. Victorious, the team of Paul Foerster, Andrew Goldman, and Bill Draheim crossed the finish line first to win the 1987 Championship of Champions.

31 Vineyard Lane Greenwich, Connecticut 06830  
203 625-0546

# Captain Remo speaks.....

(this space was formerly occupied by "Ask the Judge")

There have been some wild rumors floating around AYC that I sank my boat. Well.....let me simply reply by stating that it was an experiment to test the new scoring system. Yes, DNF does include "Did Not Float."

Seriously, the reason I am relating this embarrassing experience is that there were some important lessons learned.

First, with the capsizal it was alot like capsizing a Laser. The Santana 20 has rounded hull sections and only a 550/1350 ballast-displacement ratio. She is a very hot boat to sail, but tender! We had taken the lead in E-fleet and had just rounded "B" mark. The fleet ahead was taking a pounding on the eastern shore so we tacked to fetch up under the U-Float'M and get some shelter. During the tack the knot on the genny sheet caught on the windward shroud and, with the genny backed, we spun and were knocked down. When we popped up we were too close to a boat we previously would have cleared. So another quick tack and we were knocked down again. Terry Cox was nearby and observed the spinnaker tumbling out of the cabin, filling with water and

pulling the boat over to a turtled position. When she finally rolled upright the volume of water took her down except for the foredeck and bow (kept afloat by trapped air). It was a strange feeling hanging onto the bow pulpit and hearing the air hiss out through the crevices. As the bow finally slipped under the boat leveled; this surfaced the masthead. The Windex did a couple of slow 360s and then slipped beneath the waves....Adios! Next stop Davey Jones locker (no, he is not the towel boy at the Geisha Bath House).

Second, the rescue....the feeling of seeing familiar faces like John Mandell, Steve Brown, Terry Cox, Hans & Anneliese Dahle, Hal Hayden and others who rendered assistance. Curtis Tarpley was even waiting for us on the dock with dry towels. Thanks all!

Third, the bad news....and the lesson. We returned to the boat within three hours and these piranha who call themselves "DIVERS" had already stripped my boat of Harkens, lines, deck-mounted compasses, wallets, keys, etc. The message---don't leave a boat on the bottom for these scavengers!

See you next time with more rules tips. Tripp.

# IT'S A YOUNG MAN'S GAME!

## THE AYC TEAM CAPTURES MALLORYS

### YOUNG, KERN, HAGGERTY & MORRAN TRIUMPH \*

As the bow of the Shields sloop nears the finish line the RC readies the cannon.....a salute to the winner of race 10....a salute to the new Mallory Champions! BOOM.....a puff of smoke and the Mallory Cup comes home to the Austin Yacht Club. It was a long, sweet road for Scott Young, Doug Kern, Mike Haggerty and John Morran. Things got off to a start in the spring when the team sailed in the club eliminations, then the TYA quarterfinals, the Area "F" semis and finally the USYRU finals after Labor Day in beautiful Marion Harbor and Buzzards Bay.

The competition was fierce: 1986 Shields champion (at Marion) Moose McClintock, Charlie Scott from Annapolis, Jeff Johnstone from Long Island Sound, Gunther Buerman from Rochester and Greg Dorland from San Francisco. All 10 USYRU areas were represented....thus making a ten-race rotation.

Scott Young drew boat #0 for race 1. This meant that Scott would have boat #1 for the last race. As the regatta progressed boat #1 ended up as the slowest boat in the rotation, but Scott still brought her home first!

At the end of 3 races a scant 1 1/4 pts separated the top 4 teams. Scott then went to work and scored two 1sts, a 2nd and a 3rd to take command of the regatta. In race 9 it appeared their plans might unravel as McClintock rounded the 1st weather mark in 1st place with the AYC team back in 6th. Scott's 6 1/2 pt. lead seemed in jeopardy. The guys worked hard with Doug cross-sheeting the jib and by the 2nd weather mark Scott was up to 3rd. At the finish our guys had moved to 2nd—a great come-from-behind move and a back breaker to Moose's hopes for a showdown in race 10. With a 5 1/2 pt. lead going into race 10 Scott could sail a looser race. Yes, they were loose. Romping in the fresh Sou'wester they moved from 2nd place when the leader, Wurtzebach, failed to cover on the last beat. The wind backed and Scott, playing the middle, got a port tack lift and crossed Wurtzebach to take the gun. You just had to be proud!

Kelly and Cindy were there to cheer for our team——great support.

At the championship awards banquet Scott was most eloquent as the team claimed their Cup. Again, you had to be proud.

WAY TO GO GUYS....Your victory helps prove that the Austin Yacht Club is a top racing yacht club in Texas.....in Area "F".....in USYRU.

\* (additional note: Young, Kern and Morran have sailed for U.T., based at AYC)

## MALLORY REPORT

The 1987 U.S.Y.R.U. Mens Sailing Championship, a.k.a. "The Mallory Cup", was hosted by the Beverly Yacht Club in Marion Massachusetts, September 12-19.

Competing in this event were ten teams representing the ten geographic regions of the United States and Canada.

Our hosts provided ten, as close to identical Shields class sloops, all with new Sobstad sails. As the results would prove, the boats were very equal.

Conditions for the event ranged from a light Northeasterly in the morning which would gradually give way to a brisk Southwesterly and the famous Buzzard's Bay chop in the afternoon. These classic thermal conditions made for excellent racing conditions.

My crew consisted of three very fine sailors. Doug Kern was our designated trimmer, and was instrumental in our victory. He developed a system of cross-sheeting the jib which allowed us to ease and trim for every wave and still keep our weight to windward. This contributed greatly to our boat speed advantage. Doug is a veteran of two other Mallory campaigns and his experience in the Round Robin racing helped us greatly.

Our tactician and strategist was Mike Haggerty. In addition to calling tactics, Mike trimmed the mainsheet, played the traveller and adjusted the backstay. With the Shield's large main sail, these three adjustments were critical to boat speed and had to be manipulated constantly. It required a great amount of talent to do all this and at the same time keep track of laylines, decisions to lee bow or duck; to cover tight or loose; jibe set or regular set; weather douse or leeward douse. Mike was our big pictureman and did an excellent job of keeping us in the hunt at all times.

University of Texas sailing team member, John Morran was our specialist on the Foredeck. Plain and simple, John is the best in the business at running the front of the boat (maybe with the exception of Jody Smith). Johns responsibilities were to raise and lower the spinnaker pole, jibe it and basically keep everthing running smoothly. His most important function however, was calling the waves and puffs which required his full attention up wind. My visibility was so impaired by the three lugs in front of me that John basically told me where to steer.

So you must ask the question "what did I do"? Not much

## THE MALLORY CUP

really. My responsibility was to keep my mouth shut and steer the heck out of the boat. I had to get us off the starting line in good shape and keep the boat speed up at all time. Mike would keep us where we wanted to be on the race course but I had to make the ultimate decision on when the appropriate time was to tack or jibe.

The first day of the regatta included one practice race immediately followed by the 1st race of the series. After completely running over our spinnaker during a douse at the leeward mark, we shook off our pre-race jitters and rallied for a third in the practice race.

We were ready now! We started the regatta off with a runaway victory in strong, stormy conditions.

Unfortunately, the next day produced very light and tricky winds from the Northeast. After being over early, we never got untracked and sailed home with a very convincing 9th. Fortunately, the sea breeze re-emerged in the afternoon and we came back with a hard earned 2nd.

So far the event was shaping up to be a real horse race. At this point we thought our competition would be Charlie Scott from Annapolis, a former J-24 World Champion and former S.O.R.C. Champion; Moose McClintock from Newport, Rhode Island, a Shields National Champion and sail designer for Shore Sails; and Jeff Johnstone of the famous Johnstone Sailing Family.

We continued to rack up a series of firsts and seconds but the ninth place finish in the second race prevented us from opening up much of a lead.

Going into the final day of racing we had a 5 1/2 point lead over McClintock and 6 points over Johnstone. Scott had fallen back in the standings and was not a close threat but was still hanging in there.

The first race of the day produced light breezes with McClintock taking an early advantage with Johnstone just behind. McClintock covered us closely around the course but on the run, we initiated a jibing duel and gained an inside overlap at the last leeward mark. We held on to beat him and at the same time picked up another two points on Johnstone.

## THE MALLORY CUP

The breeze had freshed a bit for the next race. This would prove to be perhaps the best race that we would sail during the entire regatta.

McClintock took the early lead on the right side of the course when a big shift came in at the start. Unfortunately, we were on the left side fighting it out for last. At the weather mark we had rallied back to 6th but McClintock was all alone in first. We decided to dig in and pick up one boat at a time and by the next weather mark we were up to 3rd. On the final weather leg we picked up one more to place 2nd behind McClintock's 1st. This race broke McClintock's spirit and established us as the "Psychological Champions".

Going into the final race we were still a bit nervous. We had the purported "dog boat". If McClintock won we had to be at least 6th to preserve our victory. We started conservatively at the weather end and tacked immediately to the right.

We found ourselves 2nd at the weather mark to McClintock's 8th. We sailed conservatively to the finish and actually ground down the lead boat to ice the victory. It was especially gratifying to win the last race of the series in the boat that most thought was the slowest. We finished the series with 4 firsts, 3 seconds, a third, a fourth and a ninth for a total of 25 points.

On behalf of Doug, Mike, John and myself, thank you Austin Yacht Club for all of the wonderful support that you provided us in "Bringing back the Cup" to Austin Yacht Club. Austin Yacht Club should be very proud of its racing program. For competition, it rivals any in the country.

SCOTT YOUNG

# THE TREASURER SAYS...

One of the Yacht Club's strengths is its vast pool of volunteers. This allows us to complete many projects that would otherwise be out of reach. It also means that several of you are representing the Yacht Club and making commitments on its behalf. Here are a few reminders that will make life easier for everyone:

- 1) Plan ahead and keep the Club Manager, Wayne, appraised of your plans and commitments.
- 2) AYC has current accounts with several local businesses. Talk with Wayne about your needs and try to use a firm that will bill AYC directly. When you do charge items to AYC, let Wayne know immediately and sign the invoice with your name and AYC position, such as regatta chairperson, permanent race committee, etc.
- 3) When you do make purchases on behalf of the Yacht Club, a receipt is required for reimbursement. Submit your receipt to Wayne with a written explanation of the expense and requested payment format. We can either credit your AYC account or issue you a check, although time should be allowed for two board members to sign the check.
- 4) When you make financial commitments on behalf of the Yacht Club, an invoice is required in order for Wayne to issue a check to any vendor, again, checks must be signed by two board members so plan ahead.

It is very important for accounting, tax and audit reasons that we have invoices and receipts for all expenditures. Your help and cooperation is greatly appreciated.

Thanks,

Russell Painton  
AYC Treasurer

## AN ODE TO GAIL BERNSTEIN

For Gail, the Sailing Camp Admiral,  
We've a little something to share  
In honor of her laboring tasks  
For all that she did to prepare.

Her phoning and organizing and recruiting,  
Although long and tedious work,  
Helped create the best camp ever,  
And we appreciate the effort it took.

We dined on gourmet meals;  
We laughed at the end of the day;  
We learned a lot about sailing  
With Gail's help along the way.

She knew how to pick her helpers,  
Those excellent instructors were GREAT!  
They cracked their whips with utmost care  
With a patience we can't debate.

How they must've chuckled  
At some of the boo-boo's we made.  
Those tacks and gybes should've been so easy,  
And yet sometimes we didn't make the grade.

They watched our sporadic maneuvering  
Veering every which way on the course  
Like greenhorns at a dude ranch  
Climbing backwards onto a horse.

We moaned and groaned and grumbled  
About the wind blowing stronger than 7 knots.  
"I don't like this feeling one bit,"  
Could be heard from the sailors, lots.

But with Gail's helpful guidance  
and reassurance from her crew,  
We managed to sail despite the heavy air,  
And learn a few new sailing tricks too.

So from all us newly confident sailors  
Who learned to tack or "lose it,"  
We'd like to say THANK YOU, Gail.  
And we have the bruises to prove it!

THANK YOU FOR A TERRIFIC 1987 LADIES' SAILING CAMP....

From you happy campers

At the August Board of Directors Meeting, Gail Bernstein was presented a special gift from her Happy Campers from the 1987 Ladies' Sailing Camp. Camper Vicki Bremer also wrote the following tribute to Gail:

# FROM THE WORLD DESK.....

Ahoy all ye landlubbers, batten down the hatches, a letter at last...

I know, I know it's been a long time since our last letter and some of you thought maybe we found the edge of the world and sailed off. But we fooled you, for the last six months we have been hiding out in St. Croix trying to figure out how to build up our cruising fund without working too hard or robbing a bank to do it. Believe it or not I think we found it. We are selling water.. fresh water that is, they already have enough salt water. We sell and service this magic machine that makes salt water into fresh, it's called a reverse osmosis watermaker. The technology isn't new but our design and marketing are. We are in partnership with another cruising couple from Texas. The plans are that each of us will still get to go cruising a few months a year while the other one minds the store. So far business has been very good and the long term looks encouraging.

Enough of this business stuff... in real life the sun still shines, the wind still blows, and the sailing is terrific. Since we last wrote, we have sailed from Venezuela back thru the islands to the Virgins, back down the island chain last summer to Venezuela, and then straight back to St. Croix. While in Venezuela we caught all the lobster and fish we could eat, had our boat painted, and almost went broke saving money on all the great bargains down there. We'd be down there for this hurricane season too, but I guess sometimes you just gotta work.

Some highlights of the last year on Malia: sailing off Guadeloupe we almost ran into a pod of 6 sleeping whales, a bright, shiny, new paint job on our home of 7 years, a TV and video, Beth's making new upholstery for the boat, I sailed on the Maxi race boat Nivana in Antigua, we went to Foxy's Wooden Boat Regatta..they let us "plastic" boats watch. There were hundreds of boats there and lots of good times. We are closing in on 12,000 sea miles since we left the states. We now have a P.O. Box and answering service for you to write or call. We think of you often.

Ken and Beth Hutchinson  
P.O. Box 3262  
St. Croix, USVI 00820  
809-778-8129

1987 SUMMER EVENING SERIES

Merit 25 (Average 4 Starters)

1. Steve Bangs

Catalina 22 (Average 5 Starters)

1. Bob Mathison
2. Cheryl Pervier
3. Howard Shirey

C-15 (Average 3 Starters)

1. Claudia Foster

SC-21 (Average 6 Starters)

1. Ray Shull
2. Danny Lien
3. Greg Garrett

J-24 (Average 11 Starters)

1. Gary Grudnitski
2. Ed Halter
3. Roy Smith
4. Phil Spletter
5. Ron Hardin

J-22 (Average 6 Starters)

1. Dan Wight
2. Voldi Maki
3. Steve Brown

PHRF A (Average 9 Starters)

1. Russell Painton, J-29
2. Steve Vaughan, O-30
3. Gail Bernstein, J-29
4. Steve Spademan, O-30

PHRF B (Average 6 Starters)

1. Walter Nagst, Soling
2. Frank Riha, Cal 9.2
3. Mike Chambers, O-25

PHRF C (Average 11 Starters)

1. John Vance, Pearson 26
2. Walt Dwyer, Pearson 26
3. Trenton Wann, San Juan 7.7
4. James Pinno, Capri 22
5. Eric Frels, San Juan 24

PHRF D (Average 4 Starters)

1. Louie Soefje, Ranger 23



"Yoo-hoo! Oh, yoo-hoo! . . .  
I think I'm getting a blister."

1987 FALL SERIES

C-15 (Average 4 Starters)

1. John Mandell

Ensign (Average 6 Starters)

1. Tom Kozlowski
2. Harold Neel
3. Dan O'Donnell

SC-21 (Average 9 Starters)

1. Ray Shull
2. Duane Dobson
3. Greg Garrett
4. Jimmie Fontenot

J-22 (Average 7 Starters)

1. Larry Roberson/Danny Wight
2. Terry Meyers
3. Steve Brown

Catalina 22 (Average 8 Starters)

1. Bill Word
2. Bob Mathison
3. Walter Allen

Centerboards (Average 3 Starters)

1. Teri Nelms, Fireball

Merit 25 (Average 5 Starters)

1. Kirk Livingston
2. Steve Bilger
3. Steve Bangs

Thistle (Average 3 Starters)

1. Tom Leach

J-24 (Average 11 Starters)

1. Bobby Harden
2. Gary Grudnitski
3. Rob Johnston
4. Eric Nelson
5. Jack Kern

PHRF A (Average 9 Starters)

1. Bob Tesch, J-29
2. Steve Vaughan, O-30
3. Russell Painton, J-29
4. David Balfour, Ross 830

PHRF B (Average 8 Starters)

1. Tom Lott, Lindenberg 26)
2. Barry Bowden, J-30
3. Walter Zagst, Soling
4. Mike Chambers, O-25

PHRF C (Average 15 Starters)

1. Dave Hilfer, San Juan 24
2. Bill Records, Pearson 26
3. Eddie Calogero, San Juan 7.7
4. Jim Deeter, Catalina 27
5. Walt Dwyer, Pearson 26
6. Paul Frels, San Juan 24

PHRF D (Average 5 Starters)

1. Bob Pillmore, Ranger 22
2. Mike Alewine, McGregor 25
3. Larry Ratliff, Pearson Tritan

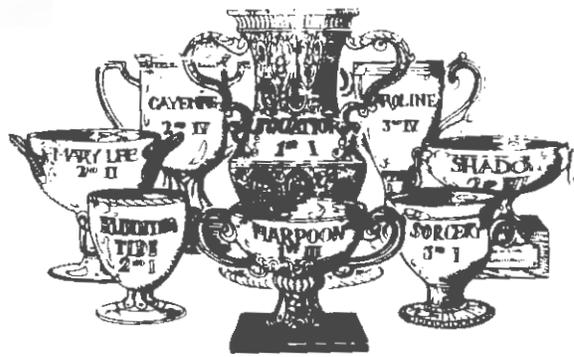


AYC MENS CHAMPIONSHIP TEAM

GREG SCHERTZ-CRAIG HOLMES-KELLY GOUGH

AYC WOMENS CHAMPIONSHIP TEAM

TERRY SCHERTZ-VICKY HOLMES-JENNIFER DRAHEIM



1 9 8 7  
FALL REGATTA RESULTS

CENTERBOARD RESULTS

CENTERBOARD HANDICAP ( 5 BOATS)

1. CRAIG TAPLEY INT. 505
2. TERI NELMS FIREBALL

ONE DESIGN SPINNAKER RESULTS

J - 24 (11 BOATS)

1. MIKE HAGGERTY
2. BOBBY HARDEN
3. KEITH ANDREWS
4. ERIC NELSON

J - 22 (6 BOATS)

1. DOUG WOODWARD
2. CRAIG HOLMES

SC - 21 (6 BOATS)

1. JIMMIE FONTENOT
2. DANNY LIEN

CATALINA - 22 (5 BOATS)

1. BILL WORD
2. WALTER ALLAN

ONE DESIGN NON-SPINNAKER

CATALINA - 22 (7 BOATS)

1. CALIN POPESCU
2. HOWARD SHIREY

KEEL HANDICAP SPINNAKER RESULTS

CLASS A (12 BOATS)

- |                         |          |
|-------------------------|----------|
| 1. DOUG KERN            | ROSS 930 |
| 2. BOB TESCH            | J - 29   |
| 3. ROD MALONE           | J - 35   |
| 4. SCOTT CHRISTOPHERSON | J - 29   |
| 5. GAIL BERNSTEIN       | J - 29   |

CLASS B (14 BOATS)

- |                     |             |
|---------------------|-------------|
| 1. TOM LOTT         | L 26        |
| 2. HAP ARNOLD       | HOLDER 20   |
| 3. KIRK CARSON      | HOLDER 20   |
| 4. ERHARD SUDERMANN | BENETEAU 30 |
| 5. BARBARA HAWN     | SJ 7.7      |

CLASS C (9 BOATS)

- |                   |            |
|-------------------|------------|
| 1. DAVE WAHLBERG  | KIWI 24    |
| 2. JIM BAKER      | ENSIGN     |
| 3. MICHAEL COATS  | S2 6.9     |
| 4. WAYNE CARELOCK | MUSTANG 22 |

KEEL HANDICAP NON-SPINNAKER RESULTS

CLASS A (7 BOATS)

- |               |             |
|---------------|-------------|
| 1. LISA ROSS  | J - 22      |
| 2. BILL BYRUM | SANTANA 525 |

CLASS B (10 BOATS)

- |                  |            |
|------------------|------------|
| 1. BRUCE WILLMAN | PEARSON 26 |
| 2. CHARLIE MUSTA | PEARSON 26 |
| 3. TIM ERWIN     | PEARSON 26 |
| 4. KEVIN MILLER  | CAT 25     |

## ONE WOMAN'S VIEW.....

by Kathy Pillmore

The weekend of October 10 & 11 was the annual AYC team championships. This is an event I ordinarily would have overlooked had I not been encouraged to participate. However, with the support of two equally off-center friends I entered the women's "sail-off" (naturally I couldn't enter the men's because I'm too short!)

Anyway, there were 4 women's teams (having lost 2 more due to illness and work commitments) and 10 men's teams. (I'll let someone else tell you about the men's competition....this here story is about the women)

Needless to say I was a little apprehensive about a team championship as my sailing experience is limited to 3 years and racing to 2. But my hardy crew (Carol Tesch and Vickie Bremer) bolstered my courage and we took the plunge. We were assigned South Coast 21's and since none of us had ever been on one, I enlisted Ray Shull's forbearance and asked permission to "test drive" his boat before the Saturday event.

Naturally we picked a Thursday evening when the winds were reaching 20-25 knots and the first thing we learned was how wet you can get in a South Coast. (Make a note...bring foul-weather gear Saturday). The next thing was that there was one big mainsail on that boat! But after we got the main and lapper trimmed in nice and tight it sailed along rather pleasantly. Carol, who was at this point looking for excuses to bail out, had several graphic things to say about the lack of safety lines on the foredeck. Vickie just kept smiling that pleasant, "what me worry" smile. Ray didn't make the test run with us and I was sure that wherever he was he was saying a prayer for his "Solar Flare". We and the boat survived with the only casualty being a lost batten.

Come Saturday the three of us were pleased to see that there were no 25 knot winds. We had to get in 4 races in the round-robin regatta but the sullen wind gods provided little to no wind all day so that the 4th race had to be sailed Sunday morning.

I'd like to point out right here that we discovered we were the oldest team in the race with 120+ years combined age. This, we felt, should have earned us a certain degree of respect...but n-o-o-o-o! We were expected to sail with all the agility of the young, hardbodies with 5 times the sailing experience.

We soon learned just how much (or how little) we really did know. Carol had trouble adjusting to a toy spinnaker pole while Vickie just kept smiling, even as she learned that sometimes two hands just aren't enough! I learned how different one-design boats can be.

This is not about how we did or didn't do in the championship, however. It is about the experience we shared. What we all learned was that it was OK to make mistakes, blow starts, take wrong tacks, wrap the spinnaker around the forestay and all the other fun things that can go wrong on a racing boat. We learned that we could handle all that, have fun doing it, and still be friends when it was all over. We also learned more about racing than we ever would have had we stayed on our own boats with the safety net of a husband.

The point I'm getting to here is that there are a lot of good women sailors in AYC that don't know they are good sailors. They are, as I was, intimidated by a lack of experience perhaps, or how they might handle a crises, or whatever. But just having the guts (we have to accept that we don't have those other things) to get out there out and try it makes the experience worth

the effort. I had a great time and I think I can speak for my crew when I say that they did too. Carol showed us how a "whimette" will still get right in the big middle of everything and do the job (safety lines or no). Vickie taught us how to smile even though the skipper knocks you on your butt and you have more things to do at one time than are humanly possible. I don't know if I taught anybody anything except myself..and I'm about as stubborn as anyone I know!

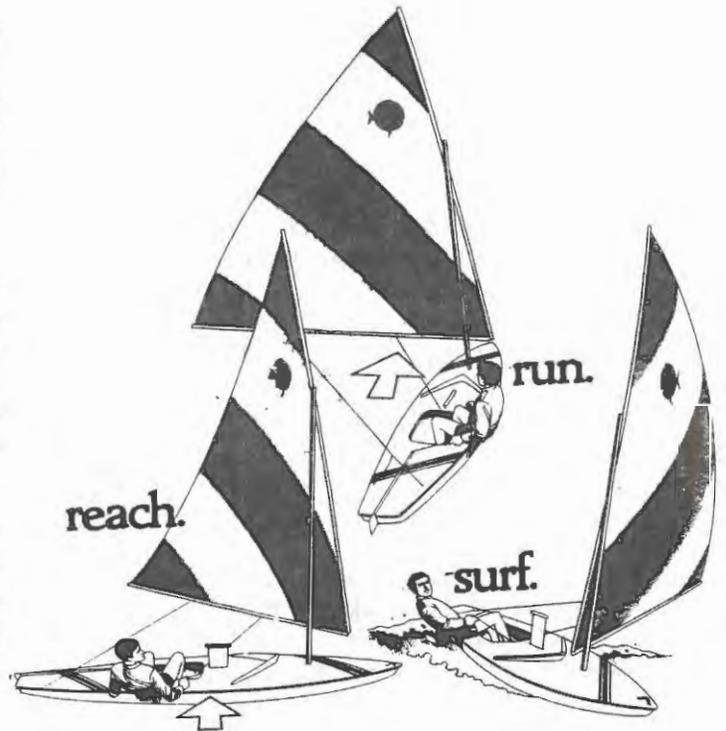
I want to say a big thanks to Claude Welles who put this event on in a very professional and caring manner and to Terry Cox who patiently rode out the Committee Boat for two days while we tried to T-bone him on some occasions and slander him on others.

Another big thanks is due to the owners of the South Coast's who so graciously turned their "babies" over to us without even a second thought (!?!). We thought about carving a message in Jimmy Fontenot's deck but decided to deliver it in person....XXX!

And last, but not least, thanks to Vickie and Carol who had the courage to sign on as my crew....bless you (you are still speaking to me...aren't you???)

If you haven't gotten the point yet, ladies get out there and try it ...you'll like it!

P.S. Congrats to Terry Schertz, Jennifer Draheim and Vickie Holmes who deservedly one the team championship. By the way, we finished in 2nd place. Not bad for three old ladies...huh???



# FROM THE FLEETS

by Harold Neel

Well Folks, the Fall Series was a tight one. It came down to the wire and I tripped on it. The weather was beautiful although the wind was light. And we only had enough races for one throw-out. Tommy Kozlowski (#929) started a little slow but came on strong to take first. After finishing within half a boat length of each other in 3 of the races, Tommy and I were dueling it out on the last Sunday. Tommy finished first and then watched to see if Dan O'Donnell or Jim Baker would beat us in the last leg which would put Tommy in first. That's when the simultaneous dialogue began. #929, "Oh X?\*\$%! They can't catch them." #578, "Looks good, don't think they can catch us." #929, "Hey look, Dan's getting a lift." #578, "Oh X?\*\$%! Dan's getting a lift." #929, "Looks good, Dan has speed." #578, "Double X?\*\$%! Dan has speed." #929, "When Harold tacks he can't cross the line -- Yippie!!" #578, "When we tack we can't cross the line, triple X?\*\$%!" #929, "Dan did it!" (Much jumping up and down and screaming.) #578, "Dan did it!" (Much jumping up and down and screaming.) Harold Neel (#578) wound up in second with Dan O'Donnell (#872) in third.

The Fall Regatta saw Ensigns in D Fleet again with Jim Baker (#324) getting the second-place silver. Dick Clark (#716) and Larry Niemann (#820) also had their boats on the water. Regatta participation seems to be low but the Winter Series is just around the corner, and it usually draws a crowd.

I think I should remind all of you that this is the 25th anniversary of the Ensign. One of the first full keel, fiberglass hull, production sailboats, the Ensign began as the sister of the Electra. Pearson built the Ensign as a daysailer with less cabin and more cockpit than the Electra. Racing

Ensigns caught on quickly and soon a solid one-design class had formed. As the class expanded the competitive edge grew sharper, with "high tech" innovations such as hiking straps and travelers being allowed by class rules. The rules have changed little since then and coupled with the incredible endurance of the boat, the competitive edge has remained sharp for any Ensign receiving even minor upkeep or refurbishing.

A challenge to those flatbellies who sail more tender craft, the Ensign is known as a tactical boat. A boat where crew work, tactics and strategy are the key to winning -- not Mylar or onboard computers. A rugged boat that loves heavy air and yet surprises the dinkier SouthCoasts with light air speed, the Ensign is a marvelous sailboat for both racing and day sailing.

As this is the 25th anniversary of this classic sailboat, Fleet 30 is having a function dedicated to the Ensign. You should have received an information packet in the mail, but if you haven't or have questions, call Harold Neel or Jane Baker. Racer or not, come one, come all to pay respects to a boat we all enjoy sailing.

I hope to see all Fleet 30 members and not just the racers. There will be sailing, eating, drinking, and you might bring your boots for those sailing "stories" that get a little deep. Hopefully a few of you who haven't been racing will find the inspiration to join the fun on Sundays. Anyone interested in joining the Fleet's festivities is welcome. Just give us a call.

## MERIT 25

by Janis Livingston

Whew am I glad summer is over and we are settling into a nice quiet fall and winter. The fleet has been busy over the past few months. So busy, I seem to find myself coming and going with hardly a chance to stop and catch my breath.

During the summer we had two pool parties. One up north given by Jane Murach and one south at the Bangs. The munchies, margaritas and water were great. What a fantastic way to spend a relaxing summer evening. Thanks to both of you for your efforts.

The Fall Series was exciting and challenging. With winds ranging from 2-45 mph, about every possible sailing condition was experienced. We had 6 boats at the starting line for most of the races which made for some exciting competition and close finishes. Those of you who missed it, the winners were: (1) Kirk Livingston, (2) Steve Bilger and (3) Steve Bangs.

For all of you who have been complaining about the PHRF rating, Kirk applied for a rating change. After hearing all the arguments the rating committee changed our rating from 162 to 165. This should make it easier to be competitive in the regattas when we don't have a fleet or the series when the fleet does not ask for a start.

For all you party animals, get your calendars and pens out. We have lots planned for the next few months. The end of October is the Fall party. Terry and Holly Johnston have some real exciting (secret) plans for that one. November 15 we have race committee and the fleet will have a Bar-B-Q after the racing. Finally there is a Christmas party planned for December. Watch your mail for more news on these events. Happy sailing ...

by Carolyn Mack

Here it is the day before the Fall Regatta, and I know I should wait until after the weekend to write this, but if I do it won't make the Telltale deadline. Let's just go with the news we have.

The Fall Series found an average of 9 boats on the starting line. Danny Wight and Larry Roberson walked away with the first place trophy, with Terry Meyers and Steve Brown coming in second and third respectively. I understand it was neck and neck between the second and third places, and it was supposed to have been pretty exciting.

The weekend of August 28th found the J-22 fleet hosting a J-World Seminar. Instructors were Jeff Johnstone and John Alofsin (from the J-22 Company), and Kelly Gough. They were ably assisted by Bill Draheim. There were 12 boats registered and 48 students participating.

Special thanks goes to Shirley Slaughter and Bonnie (Odell) Lackey for organizing J-World. The fleet provided a covered dish buffet Friday night and cooked hamburgers Saturday night. Lunches were provided by Bill Draheim and Keith Andrews who earmarked the proceeds for their Olympic campaign.

# J-24

by Glenn Byus

We have all read in recent issues of the Telltale about Trenton Wann's never-ending quest to locate his article for the current issue. Well, this past week, as I was beginning to search for my article I decided to go back and look in some of the places that Trenton claims to have looked -- and wouldn't you just know it, I found an article. I thought maybe it was Trenton's so I looked all over for you Trenton, but I could not find you anywhere. It was then that I thought to myself, "what the ----, go ahead and use it yourself. After all, Trenton's loss is my gain."

The new 1987/88 Texas J-24 Circuit got underway in Ft. Worth, TX, at the Ft. Worth Boat Club on October 3-4. Out of the 38-boat fleet there were four entries from AYC. The overall winner was John Kolius with AYC's THUNDERSTAR finishing 4th, PSYCHO 8th, BON TEMPS 15th, and SUPERMAN 25th. Just as a note, I am told that PSYCHO, driven by Bill Draheim, had an opportunity to win it all, but the last race proved to be their downfall. The next Circuit stop is scheduled for November 14-15 at Lake Canyon Yacht Club.

There has been a lot of racing activity over these last few weeks. The Summer Evening Series averaged 11 boats per race with 1st place going to Grudnitski/SUPERMAN, 2nd to Halter/PATTY WAGON, and 3rd to Smith/YELLOW BOAT. The Fall Series also averaged 11 boats per race with 1st place going to Harden/RUNNING ON EMPTY, 2nd to Grudnitski/SUPERMAN, and 3rd to Ashby-Rob Johnston/LADY OUTLAW. Most recently, the Fall Regatta saw 11 J-24's enter what was a light to no wind day on Saturday and very nice wind on Sunday. The close racing throughout the fleet proved to be very challenging for all with 1st place honors going to Mike Haggerty/THUNDERSTAR, 2nd to Bobby Harden/RUNNING ON EMPTY,

3rd to Keith Andrews/LADY OUTLAW, and 4th to Eric Nelson/SAIL NAKED.

As a reminder, the fleet will host a beer/hot dog get-together for the J-24's after the first race date of the Winter Series (Nov. 1 for the J-24's). The Christmas party is the only other social event on the horizon at this time. More info will be available at a later date on this.

The J-24 fleet is in the process of implementing a new program of sailing awards for the series races and the season overall. The following information is an introduction to this new program as written by fleet member Kevin Gibson. I hope that the rest of the fleet will be as excited and pleased about this program as are those of us who have been working to get it in place and started.

Blue Skies and Happy Sailing ...

# J-24

by Kevin Gibson

New equipment, active participation and some very exciting J-24 mid-fleet battles haven't gone unnoticed, but until now they have gone unrewarded. So starting with the Winter Series, the J-24 fleet will initiate a separate award to recognize those who -- although not yet finishing in the top three -- are improving and moving up in the standings.

Two annual fleet awards have also been added, one for the best overall series performance and another -- again, a mid-fleet award -- for the most improved

## J-24 AWARDS (cont'd)

series performance. The winners of the annual awards will share a place on a plaque donated by Bariant Winches. Pending AYC approval, the Bariant award will be displayed in the club's trophy case.

The two mid-fleet award programs are modeled directly after one called "MVP Scoring" developed in 1976 by Bob Johnstone for J-24 sailors and published in the J-24 Class Magazine.

"MVP" stands for "Monthly Variable Performance." The only real difference in the AYC program is that boats will be scored after each regularly scheduled AYC series instead of monthly, and the annual award has been added. With respect to the designer, we've named our version the "Fleet Rising Star Trophy" or FIRST. Bob Johnstone believed that a mid-fleet award would increase participation. And if the possibility of appearing on the nightly news could bring sixteen boats to the AYC starting line Sept. 27, then the chance for a trophy might do the same on a regular basis. Everyone from first to last place agrees that the racing of J-24's is more fun on a crowded course.

FIRST is a floating handicap system. For example, if a boat placed 9th in the Fall Series, a 5th or 6th place ranking in the Winter Series will very likely earn it a FIRST. But the higher finish would automatically change the boat's handicap for Spring.

It will be difficult for the usual top three finishers to win a FIRST and impossible for any boat to win it all the time. In theory, crews who have just started to take racing seriously are the most likely candidates for a prize.

Pending Club approval, each series' FIRST winner will be recognized during the usual AYC award ceremonies along

with the overall winners. Hopes are to offer something of value as well, and John Bartlett of Bartlett Sails and Rod Malone of Sail and Ski have volunteered to help sponsor FIRST prizes.

The initial FIRST "handicaps" were tabulated from the results of the Fall Series. So those who raced qualify for the award to be given for the upcoming Winter Series. Crews that missed the Fall Series can be assigned handicaps after racing the Winter Series to qualify for the Spring Series FIRST.

To register a FIRST Score, boats must finish the minimum number of qualifying races under current AYC series rules. (Throw-outs don't count toward FIRST factors.) If a boat skips a series or two, it simply competes against its last posted FIRST score.

To qualify for either the Bariant award, as Fleet Overall Champion or FIRST Champion, boats must participate in 60% of all AYC J-24 series events during that year.

All current FIRST data will be posted at the club on the scoreboard. If you need more explanation, talk to Glenn Byus (Chapter XI) or David Broadway (Superman) who have done the most to get the FIRST program rolling at AYC.

To win a FIRST, a J-24 must show the most improvement over its last series results. Any sandbagging, however, will be considered treachery on the inland waterways and will be dealt with accordingly.

## KEEL HANDICAP NEWS

by Bob Tesch

What a party! WHAT A PARTY!!! If you missed the first annual Keel-Fleet-Invite-a-Sailor-Friend-To-See-What-It's-Like-To-Be-A-Member-of-AYC Party, you missed one of the most fun parties of the year. Here are just a few of the things you missed:

- Bill Records' famous fajitas. I guarantee you, Bill deserves his reputation as Fajita King of AYC. Thanks, Bill, they were D E L I C I O U S !

- Enjoying the Keel Fleet Board members, appropriately attired in chef's hats and aprons waiting on the fleet hand and foot as chefs and food service attendants. Thanks to Gail Bernstein, Frank Riha, Bob Pillmore, David Bernstein and Barry Bowden.

- Admiring the handicap committee, appropriately attired in their "RATINGS R US" buttons and beanies (with propellers?).

- The Bill Draheim Show. Bill's slide show and narration on the basics of sailboat racing was enjoyed by everyone. It was interesting and informative, and we really appreciate his efforts.

- Canterbury of New Zealand's door prize -- a pair of docksiders.

- And some of the best comraderie AYC has ever produced.

Best of all is the fact that there were almost 200 people there and about half of them were guests of AYC members and potential new member applicants.

This successful event could never have occurred without the very effective leadership of our party chairman. Kathy Pillmore (the lady who writes about "the thrill of victory and the agony of D fleet") was at the wrong place at the wrong time and "volunteered" to chair this event. As it turned out, it was

the right place at the right time for all who attended. Thanks Kathy, your energy, creativity, and leadership was put to good use and we all appreciate it.

Lastly, in spite of what you may read elsewhere in this Telltale from the likes of the Sunfish Grand Wizard and the Social Chairman, the Keel Fleet is in no danger of being gobbled up by the Sunfish Fleet. We know, of course, that they are coming on strong, but when you get right down to it, they are not a pimple on the ass of progress compared to AYC's mightiest of all fleets, THE KEEL FLEET!!!!

## KEEL FLEET A

by Gail Bernstein

Hard to believe that it is October already and will probably be November by the time you read this article. Another great year of sailing and racing completed. I missed the last Telltale. The only excuse I have is a bum shoulder, but two shots and sixteen ultra-sound treatments later and I'm back on track. The good thing about October is that this is my last Telltale article as A-Fleet Captain. You need to start thinking about who you can con into doing this job next year. It has been fun, but one year at a time!

The Fall Series started out pretty calm. I guess there wasn't wind any place Labor Day weekend. We ventured down to HYC with the Paintons to race with Rick and Karen Smith, but no wind on the bay either. The middle two races must have been normal because I

## KEEL FLEET A (cont'd)

don't remember much about them. Then we get to the last leg of our final race. Pretty exciting to say the least! ML and Bill Draheim put JOYSTICK through the paces, while Russell was off hunting. Being slightly behind in the race, we could see there was trouble up ahead and had enough sense to forego our spinnaker. But that didn't stop David Balfour on FASTBREAK. I understand Keith Andrews took a little swim after cutting David's spinnaker away from the top of the mast. Most everyone had more than enough excitement -- fortunately no one was hurt and property damage in A Fleet was minor. The last race of the series was calm again and A Fleet provided race committee. Thanks to everyone who helped with RC duty.

When the final scores were tallied Bob Tesch finished first, Steve Vaughan second, and Russell Painton was third.

The Keel Fleet party was a lot of fun. Kathy Pillmore (D Fleet) organized the whole thing. Cynthia Darwin, Pat Manning, and Machal Wann (WINDWARD MAGIC crew) provided great decorations. And, of course, Bill Records (C Fleet) cooked lots of wonderful fajitas. I think the final count was 162 dinners served. You should have a report on how much we spent on the party, but the treasurer skipped the country. I think he finds out when Telltales' articles are due and then plans his trips. No matter -- the party was fun and that's what counts.

Carol and Bob Tesch put on a great Fall Regatta. I think Carol did all the work while Bob was off chasing little Bambies through the hills of Colorado. PHRF A Fleet had a great turn out with a lot of top notch sailors on eleven boats. Too bad the wind forgot to show up! On Saturday it was very light to non-existent. Making it only to Arkansas instead of Lakeway, Bob Tesch and I traded leads half a dozen times, but the last freaky little puff pushed

Bob ahead by about 5 seconds. The return trip was much quicker with the help of motors. Sunday morning the wind filled in -- just a day late, but allowing the completion of two round the buoy races. Both Jack Kern and Rod Malone put their boats into overdrive. In the end, Jack (Ross 930) was first, Bob (J-29) second, Rod (J-35) third, D. Christopher (J-29) fourth, and I (J-29) was fifth.

One more series along with the keel fleet sponsored Wild Turkey (Nov. 28) and Red Eye Warm Up (Dec. 13) races are still on the agenda for 1987.

Plenty of good sailing left. See you on the race course.

## KEEL FLEET B

by Frank Riha

What the hell is the world coming to?? We go to all the trouble of convincing Claude Welles that he really looks emaciated and run down and that he desperately needs to go on an extended vacation (about one series long) to restore his health, save his marriage and stop his hair loss. We leave travel brochures laying around his office and phone in anonymous tips to travel agents that a certain Dr. Welles is considering taking a nice long trip but can't decide where to go. All this subterfuge finally pays off -- Claude decides to take the Evening Series off and vacation up in Michigan. At last, the rest of B Fleet has a shot at first place! Then wouldn't you know it, the HIPPIE BASTARDS INVADE "B" FLEET.

Walter Zagst (Skipper), Sam Humphrey and Marietta Hiltbold came out of nowhere with this old faded red Soling

## KEEL FLEET B (cont'd)

and just humiliated the hell out of all of us. They looked like they were going to be easy pickings after the first race, but then they got tough and nothing could stop them (not even a now famous protest involving the legality of unsupported derrieres). Well, almost nothing. The third race found Walter out of town, Sam at the helm and Marietta pulling double duty and every string on the boat. Well, as you can imagine trying to trim the jib, main, spinnaker, work halyards and foredeck while keeping the captain supplied with cold beer can result in an occasional lapse of responsibility. Ooooh the language that some sailors use! Well, that is what throw-outs are for anyway.

I managed to squeeze a second place finish out to the Evening Series just ahead of Mike Chambers in his Olson 25. David Henderson took the fourth place trophy and didn't give any of us a seconds rest throughout the series.

The Fall Series left me with the uncomfortable feeling that somehow the bureaucrats are gaining control over all that is near and dear to us. Now that Tom Lott works for the LCRA he has obviously figured out some way of controlling the currents on Lake Travis to his advantage. Tom managed to pilot his Lindenberg 26 to an impressive first place finish in the series.

The Dynamic Denture Duo (Welles and Bowden) teamed up once again but this time they sailed on Barry Bowden's J-30. Barry earned second place honors in spite of one of the most pathetic bottom jobs I have seen in the last half of this century. When Barry gets a new bottom he is really going to be tough to beat.

Walter Zagst slid into third place with his Soling by virtue of the fact that Kurt Carson failed to turn in a rating certificate on his Holder 20. Had Kurt filled out that little piece of paper

he would have bagged a third place trophy with only TWO (2) races in the series. I bet that old Kurt has one filed now.

The fourth place trophy was awarded to Jim Henrickson in his Holder 20. I understand that Jim will be moving back to California later this year and is taking his Holder with him. I know that we will all hate to see Jim leave us as he is an excellent competitor and superb sportsman. Best of luck in California.

I want you to know that I was robbed!!! My fifth place trophy is sitting in Mike Chamber's trophy case. I was holding down fifth place in the series prior to the last race -- a race which should have never happened. In the last race I was only 50 feet from the line when the starting horn sounded. TWENTY MINUTES later I drifted across the starting line in the middle of every boat that "C" and "D" Fleets could muster. This was more fun than any human being should be allowed to have. The wonderful start combined with the fact that I hit Eddie Caloger's San Juan 7.7 twice and "F" mark once didn't do much to improve my standing in the series (720's and mark re-roundings in .000012 knots of wind were almost as much fun as the previously mentioned start).

Fall Regatta -- deja vu -- something familiar about the first day of the regatta, of yes, a continuance of the last race of the fall series. Exactly .000012 knots of wind. The first race up to Lakeway ended short at Arkansas. Every boat in "B" Fleet managed to finish within the time limit except Yours Truly and Ray Lott. Lots of fun, wasn't it Ray? The same superb sailing conditions existed for the race back from Arkansas. After about an hour of fun filled drifting the race committee performed a mercy killing and cancelled the race. I

KEEL FLEET B (cont'd)

noticed a couple of red flags pop out on boats that had managed to drift to the front and wondered how you protest an abandoned race. Throw it out?

On Sunday the Wind Gods made up for the previous day and gave us enough wind to complete two races. Regatta winners were Tom Lott (Lindenberg 26) first place, Hap Arnold (Holder 20) second place, Kurt Carson (Holder 20) (with the ink still wet on his rating certificate) third place, Erhard Sudermann (Beneteau 30) (Erhard finally quit sandbagging) fourth place, and Barbara Hawn (San Juan 7.7) in fifth place.

While B Fleet had fifteen boats in the Fall Regatta much of our census was due to Merit 25 and San Juan 7.7 participation. The Evening Series only had an average of SIX boats and the Fall Series had an average of eight. We really need to bring our participation level up -- so see you on the lake.



## KEEL FLEET C

by Vicki Bremer

All kinds of things have been happening since the last Telltales -- the PHRF party, the men/women championships, and the Fall Regatta. But first I want to talk about our crewing experience on another Keel C boat for the Fall Series. What a different perspective on everything: new skipper therefore new shouting, different rigging therefore new panics, new boat placement in the fleet standings therefore new tactics and different competitors. I would highly recommend everyone try racing on someone else's boat for at least one series. It's educational, frustrating, challenging, mind-boggling and, most of all, fun!

The Fall Series gave us a variety of racing weather -- from flukey light air to a heavy squall. Jim Deeter's Catalina 27, ZOO, handled all conditions equally well (not that I'm a Frank Butler fan or anything!) But we weren't prepared soon enough when the squall hit and, therefore, lost lots of distance to CAFE AU LAIT whose crew were quick-change artists that day with the genoas while we had to wait for the worst of the storm to pass before we could do any foredeck work. Part of the problem was that ZOO's forward port lifeline was laid flat by a wayward boat while ZOO was in her slip. Figure that one out! So foredeck work was more hazardous than usual and wasn't worth the risk of fishing crew members from the drink. We were under control and still moving so all was not lost. Eddie Calogero in his San Juan 7.7, STREGA, handled the heavy air quite well and managed to keep enough ahead of us so that we never could catch up. But Tim Vicknair's Spirit 28, LAGNIAPPE, didn't fare as well as the rest of us although she did manage to keep up with the front of the fleet with a badly torn main. And I can't race in the front of the fleet with everything in perfect working order! (Unless I'm on ZOO, of course!)

One medium air, perfect sailing day caused some excitement -- excitement I wouldn't have reported except that "it" was documented in living black and white. CAFE AU LAIT's crew member, Steve, was as quick with his camera as he is with his wit. So we were caught red-handed. But doesn't everyone fly a spinnaker upside down every once in a while? Even after the skipper has just told the foredeck crew to "attach the spinnaker halyard to the head which has the red and green tape, and you can't go wrong?" Right? Wrong! But we won't mention any names except that it wasn't me (for once!).

The light air day was the most frustrating which is usually the case. ZOO started on the pin end of the line -- all by herself -- and led the pack throughout most of the race. Then along came Dave Hilfer on his San Juan 24, SOMETHING, out of nowhere and finished in first place. That'll teach us not to watch the cliff walls where Dave was catching enough air to put him in the lead. Thanks for the terrific racing experience, Jim! That was a great series.

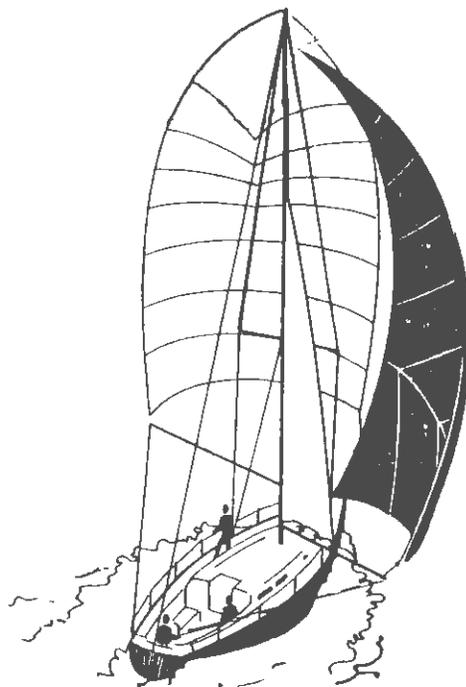
The PHRF party had more to do with pigging out on Bill Records' famous fajitas than racing. According to Bill, however, only the gringos ruined his fajitas by smothering them in cheese and sour cream. And we learned there was no need to ask what kind of fajitas were being served. There is no such thing as a chicken fajita. Remember that!

Racing in the women's championship series in South Coasts this year was great fun. Ray Shull, Greg Garrett, Jimmie Fontenot and Danny Lien deserve the biggest kind of THANK YOU for letting us use their boats. Although Terry Schertz' winning with her Adams Cup crew (Jennifer Draheim and Vicki Holmes) was no big surprise, Claudia Foster, Kathy Pillmore and Anne Word gave Terry some good competition at times. We raced in all kinds of conditions from almost no air on

## Keel C (cont'd)

Saturday to heavy air on Sunday which tested the real makings of champions. Kathy Pillmore raced to a first-place finish in the first race (with pro foredeck and all-around sailing champ, Carol Tesch, and me as crew). (Yes, we did reasonably well even with me as crew!) Then we placed third in the next two races and finished the fourth race in second place after a tight race and tacking duel with Terry all the way. What a way to end a very exciting championship series. Next year I hope to see more women's teams out there.

When Carol Tesch wasn't getting bumped and bruised in the championship series, she was busy organizing the Fall Regatta which was a huge success thanks to Carol's efforts. She kept telling me that running a Regatta was the easy part, but after thinking about finding someone to design the T-shirts, picking out different but nice trophies, planning the catering, worrying about how many boats will register and so on, I decided she must've gotten hit in the head with a South Coast boom harder than we thought. But then someone as well organized and conscientious as Carol makes anything look easy! About 100 boats registered and 250 meal tickets were sold. And Sunday's two races more than made up for the yucky (that's a new Lake Travis weather term) air on Saturday. Thanks to two pro's like Terry Cox and Dave Balfour on the Race Committee boat, the on-the-water part of the Fall Regatta went off without a hitch (and no fair counting what Mother Nature did!). And a special thank you goes to all those behind-the-scenes folks who gave up their Friday evening and who woke up at the crack of dawn on a non-working day to help the Registration/Package Pick-up run smoothly: Leslie Renfro, Lynda and Dave Henderson, Maureen and Steve Spademan, Shirley Slaughter, Jack Montague, Jeff Delaney, Roy Smith, John Gres, Bob Kieras, Robbie and Eric Nelson, John Bradley and Gail Bernstein. Without people like this, Regattas couldn't happen.



## **THE THRILL OF VICTORY....**

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

by Kathy Pillmore

Fall is here and so is sneezing, runny eyes, and all those other fun things that accompany hay fever season. But its so gorgeous out on the lake that we diehards pack up a case of kleenex, a keg of anti-histamines and charge into the pollen-choked air for fun and frolic on the high seas!

The just completed Fall Series made for some exciting sailing. Usually we expect the best winds to arrive for the Winter Series but they were early this year. The first couple of races brought the kind of winds the big boats in D fleet like. Tom Cummings in his Irwin 25, Larry Ratliff in his Pearson Triton, the Weller's in their S-2 7.3, and Mike Alewine in his MacGregor 25 reveled in the 20 knot breezes. The long reaching courses helped too. The Triton took a commanding lead winning the first two races but when the winds lightened up to 10-15 the lighter Ranger 22 sailed by those goddam Pillmores got their chance. Unfortunately Larry, with 2 firsts in his pocket, didn't get to finish the series due to out-of-town business.

The overall turnout for the series was a 6-boat average. However, it seemed to be 6 different boats each week. The fourth race of the series proved to be a dilly. Al Alyn, out on the course for the first time in a while, had a little problem in a storm that blew in bringing 40 knot winds (some say gusts to 50 kts. were clocked and I'd believe it). Al had two young, fresh-faced crewmembers on board for the first time...learning the "ropes" no doubt...when the Travis typhoon tore through. Sailing under full main and No. 1 jib Al's boat heeled just a little too far taking water into the foredeck hatches and then into the cockpit. With

all that water and wind and a jammed jib sheet the boat didn't stand a chance... down it went into the deep, murky waters near Starnes Island. Al and crew were saved by a quick-witted Hal Hayden who tossed flotation cushions to them while they awaited rescue by the race committee chase boats.

We had sailed a neck and neck race with Al up to that point exchanging the lead until he sailed off while we did a headsail change. Now granted we wanted to beat Al, but the thought of sinking his boat had not occurred to us.

It was a hairy experience for Al and his crew. As his Santana 20 was sinking into the blue, a wayward sheet was wrapped around Al's leg and was taking the captain down with the ship! Luckily Al doesn't believe in that tradition!

Al refloated his boat later to find that in less than 3 hours it had been stripped by some local "friendly" salvage crews! Using the resourcefulness that comes with competitive sailing, Al visited area dive shops to let the kind folk who were helping him out know how they could get in touch with him so they could return his possessions. He also reminded them of a term known as "felony theft" and within a few days all his belongings were miraculously found!!

The finish of the series seemed anti-climatic after that. Those goddam Pillmores took first place while Mike Alewine in the MacGregor 25 took second and Larry Ratliff in the Triton captured third. The Sunfish 70 fleet served one of the best meals I've eaten in a while! I didn't know those guys could do anything besides mix drinks!

**Boatname trivia:** This time we look  
**Ragtime**, Tom & Rosanne Cummings'  
25.

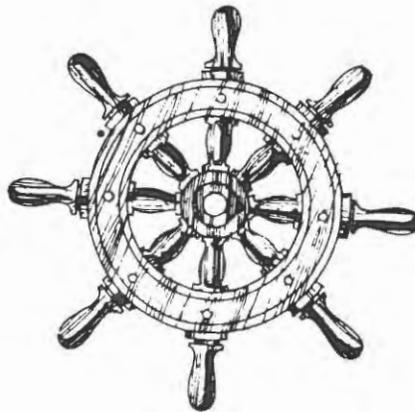
The Cummings' have owned a variety of boats in the past, among them a Flying Dutchman and a Flying Junior (?). They have named those boats "Lively One" and "The Going Thing"....neither of which was suited to the heavier, thus slower **Ragtime**. Tom says that they enjoy the easy, looseness of ragtime jazz which "describes our mood when we're on the boat"...."we don't get too serious about racing." As evidenced by the pink flamingo that can sometimes be seen trailing behind **Ragtime** on light air days.

This will likely be my last venture into the agony of D-Fleet. I signed on for a year which is winding down. Now its time to turn my quill and by-line over to some other soul with journalistic tendencies. I'll be looking for all you D-Fleeters out there on the lake and at the annual AYC banquet.

Thanks for the opportunity to boor you with my literary shortcomings...its been fun.

## SUNFISH

Gone to Wurstfest Regatta.  
See you next issue.



and regatta racing, the fleet has engaged in a number of extracurricular activities. One of these was the fleet 69 boatwash. On a sunny Saturday afternoon members of Fleet 69 gathered, armed with soap and brushes, and proceeded to wash anyone and everyones sailboat for a nominal fee. The proceeds went to the local Draheim-Andrews Olympic effort. The result of this boat-wash was an enormous number of clean sailboats and several improved sun-tans.

Fleet 69 participated in the Fall Regatta with a total of 9 boats in two fleets. Congratulations go to Calin Popescu for first place in non-spinnaker and Bill Word for first place in spinnaker fleet. Howard Shirey and Walter Allen both picked up second place trophies in their respective fleets.

Over the last few months the fleet has picked up several new members who are not AYC members. If you know any if these folks are interested in racing, encourage them to join us as skipper or crew in the next racing event. There may be some hidden challenges out there to the seasoned racers! See you on the lake.

by Teri Nelms

Well, I guess you're all after me now. I am the one who was personally responsible for the wind at the Fall Regatta. I guess I blew it. (Sorry, it was too obvious not to say it ...) If I had secured the services of my usual 98-pound crew for the regatta, I can guarantee you that the winds would have been 25 and gusting to 40. As it actually turned out, the winds on Saturday were light to nothing at all and on Sunday the real wind showed up about the time we all finished. The reason this happened was because I had a 210 pound, 6'2" crew. If we'd had wind that little snit Craig Tapley would have been blown off the dock before he ever set foot in the boat. But no-o-o-o-o, bring on the 505 wind: light and medium and that boat just slides on up the lake. At one point in the first race, the 505 and the Fireball were both sitting in the middle of a pack of A-fleeters, and I do mean sitting, when a 505 gust picked Craig from BEHIND me and shot him out in front of all of us. At least the keel fleet helped me out on the verbal abuse part. The worst part of the whole day for me was when I was just ahead of A fleet just south of the U-Float-Em breakwater. We were actually moving, and even in the right direction, when I observed that we were being closed on by Windward Magic. Leering over the side is one Hap McCollum who informs us in his best sneer, "Bigger boat rules, Nelms! Har-har-har!" Supportive snickers were heard not only from his boat but from the keel boats to leeward of me. That's right, I was starboard and leeward and thought I would prove the seldom-used rule of "louder boat." Then I heard from another boat: "Fireball? What Fireball? I don't see any Fireball, do you guys?" General raucous laughter followed as Gail smiled at

me ever so politely while she rode on over me and took every millimeter of wind with her. Thanks a lot. Just remember, big boats: paybacks are hell and they always come when you least expect them.

We did manage to say ahead of Craig most of the way to C-mark until we had to take our spinnaker down and Craig still had enough wind that he wasn't going backwards like we were. After rounding C-mark, we could barely see his sail in the distance. I was amazed to see that he appeared to be remaining in the same place for so long, and my crew "Tiny" and I decided that he must have broken something and had to go ashore. We even tried to hail the rescue boat for them, but they were all too far away. Aw, shucks, poor ole Craig ... then I realized that Craig had fallen into the mother of all holes where he was waiting for us to catch up. Of course, he finally began to creep as the committee dropped the shorten course at Arkansas. We sailed as hard as we could, used every combination of wind and boat speed inducing curse words we didn't think we knew and finally finished in time to correct over Craig to first place.

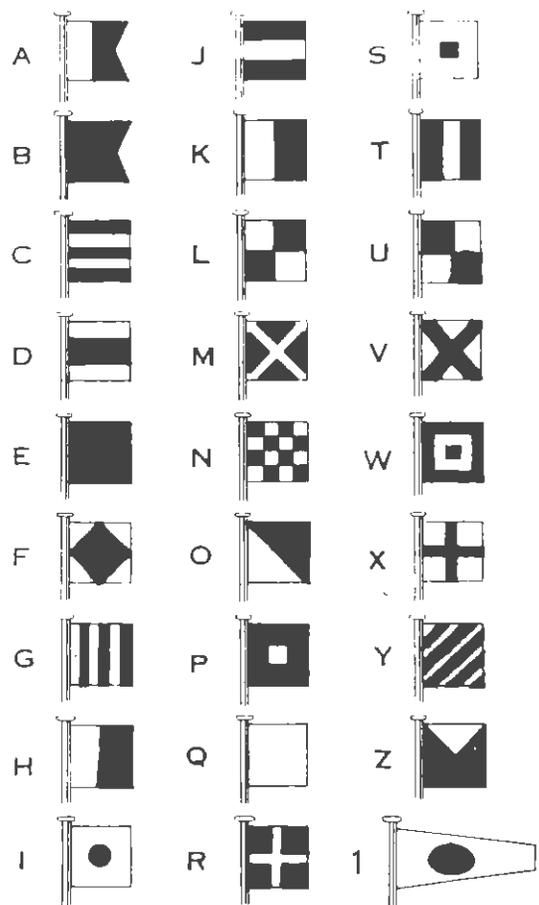
The race back was highlighted by a "discussion" with Terry Cox over whether or not we had to leave Arkansas to port on the way back if it was behind us at the starting line. A real dilemma: If you crossed and rounded Arkansas and then crossed the starting line again on the way back to cover yourself, you'd blow the starting-line-is-poison rule and be out. If you just headed back and didn't round Arkansas if you were supposed to, you'd be out. If I was going to have to look for one more non-existent wind line, I was going

CENTERBOARD (cont'd)

to be out anyway, so who cares. Terry bailed us all out by posting a course for us dummies and then abandoned the race when he figured out that we would not make it back to the club in time for the dance. I understand that he was actually protested for this decision, but I thought it was great and volunteered to be the tow-ee the minute I heard the good news. Besides, what can you do to the committee for abandoning the race? We all know the answer to that one: you punish them by not letting them come back the next day ... Sunday appeared to have more wind at the beginning of the day, but it did us good when it blew and then stopped us at some really inconvenient times. Tiny and I actually dropped to a FOURTH in the last race, but at least Craig got beaten by Gunderson in the M-20. Overall, it was a frustrating regatta, but what else can you expect from Lake Travis and a wind God with a warped sense of humor? Thank you to my crew Steve "Tiny" Ellison and to Terry Cox, the committee rep. The food was good, and Fred Argir's music was a great way to end Saturday evening. Thank you Tesch's for your regatta management, with only one exception: Bob, you've just got to remember that Carold has these memory lapses now and you've got to watch her closer. While Carold will not openly admit it, she was the one responsible for omitting the TYPE OF BOAT SAIL NO. \_\_\_\_\_ line on the registration form. Now, come on, Carold, you typed it, so you must be responsible. The only thing that will marginally save your stern is that rumor has it that the two proof readers also missed it. I don't know who they were, but as soon as I find out you know I'll tell everybody so Carold won't have to bear the full burden.

I would appreciate it if someone would tell me who in the keel fleet was responsible for including a very shoddy replica of my Fireball hanging UPSIDE DOWN as part of the decorations for the keel party. This person

obviously has a very sick sense of humor and needs to be caught and forced to crew for me to learn a little respect. After all, the only times you saw me capsized were when I had 98-pounders like Jane Baker and Lanelle Harden with me. The 170-pounder and the 210-pounder had too much trouble staying awake on the light-air days when they were with me, so capsize was never a problem. I will be out for the Winter Series in the Fireball, and Dr. McIntyre has PROMISED me he will be there. I can't believe he didn't show for the Fall Regatta and only had some flimsy excuse about "my mother's 90th birthday ...". Sure, Mac, don't try that one again. Also, if Tom Gunderson beats me one more time with a female crew and a fuzz-faced lap dog on board, I'm going to sink his boat: electric bailer and all (for the dog pee). See you all on the line for the winter series.



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### FROM THE HANDICAP COMMITTEE

THE BOATS BEING REVIEWED THIS QUARTER ARE:

CATALINA 27 TALL RIG, INBOARD AND OUTBOARD  
PEARSON 26 AND 26W  
CAPRI 22  
J-29

THE OPEN MEETING THIS QUARTER WILL BE NOV. 18TH IN THE AYC CLUBHOUSE AT 7:30 PM. ALL INTERESTED PARTIES ARE INVITED.

IF YOU HAVE ANY QUESTIONS, PLEASE CALL ANY COMMITTEE MEMBER.



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