

# Telltale

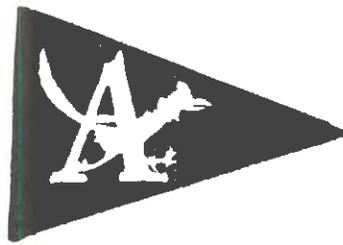
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A U S T I N • Y A C H T • C L U B

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JULY  
1989



# AUSTIN YACHT CLUB

5906 BEACON DRIVE

LAKE TRAVIS

## A Y C O F F I C E R S

COMMODORE -----	TERRY MEYERS
VICE-COMMODORE -----	GAIL BERNSTEIN
SECRETARY -----	STEVE PERVIER
TREASURER -----	BOB TESCH
RACE COMMANDER -----	JIM BAKER
BUILDINGS AND GROUNDS COMMANDER -----	TOMMY KOZLOWSKI
FLEET COMMANDER -----	ERIC NELSON
IMMEDIATE PAST COMMODORE -----	CLAUDE WELLES

## A Y C F L E E T C A P T A I N S

CATALINA 22 -----	NELSON MIKESKA
CENTERBOARD HANDICAP -----	TERI NELMS
CORONADO 15 -----	KEITH LACKEY
ENSIGN -----	DAN O'DONNELL
420'S -----	ERIC FAUST
J-22 -----	GREG SCHERTZ
J-24 -----	ERIC NELSON
KEEL HANDICAP -----	JIM DEETER
A-FLEET -----	RUSSELL PAINTON
B-FLEET -----	BOB GOLDSMITH
C-FLEET -----	GARY COOPER
D-FLEET -----	PERRY WELLER
LASER -----	FRED SCHROTH
SOUTH COAST 21 -----	BOB JOHNSON
SUNFISH -----	VIC MANNING

BUSINESS OFFICE ... 266-1336  
CLUBHOUSE ... 266-1897

JULY 1989



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

I'd like to tell you about some of the things your dues are doing at the Club. We have several projects going on right now, and some just completed.

By the time you read this there will be a new ice machine under the Club house. The old one burned up last week and was trying to take the clubhouse with it when Janis Livingston noticed the smoke. She hosed it down with a fire extinguisher, and John Saunders cut off the power. Thank you both for your quick action. The new ice machine is on order and will be installed soon. It will be much more efficient and should save us money while providing more ice (and less fire).

Another project under way is the fencing of the swimming pool. The Board authorized this improvement upon the recommendation of both the Insurance Committee and our Safety Committee. Many members also showed concern about this issue during recent meetings. The new fence addresses the safety question and is intended to look like the railings in the club area.

Tommy Kozlowski, our Commander of Building and Grounds, has been very busy with the fence, the ice machine, several new deadmen, a new water heater, and a new section of sewer line. If you see Tommy, thank him for all his work.

In other news, we have set a new and very expensive anchor on the north end of the lateral line. This is the cable which keeps the docks from swinging together. All this came about when the stump anchoring the cable pulled up. After twenty two years. Quick action by Wayne and Eric Nelson solved the problem. Thanks also to Carol Sikes, our neighbor on the north, for allowing us to set the anchor temporarily on her land. We'll be replacing it with deadmen in the future when the water goes down.

Another improvement is hanging on the back of our #2 chase boat. We had hoped to wait a little longer on buying a new engine, but our race commander, Jim Baker, said it was time. Actually, what he said was "It's t-i-i-i-me!"

So if you want to know where our dues go, they go to run the best yacht club in Texas. And some of them go for things that wear out, rust out, leak, burn up, pull loose or just lay around the pool.

Terry Meyers



FROM THE EDITOR ...

TELLTALE STAFF

COMMODORE .....	TERRY MEYERS
MANAGING EDITOR .....	STEVE PERVIER
EDITOR .....	
ASSISTANT EDITOR .....	VICKI BREMER

SPECIAL CONTRIBUTORS

CHARLENE ALLAN, KATHY PILLMORE, TERI NELMS, BRUCE FOSTER

FLEET CONTRIBUTORS

RUSSELL PAINTON, BOB GOLDSMITH, TIM VICKNAIR, GREG SCHERTZ,  
PHIL SPLETTER, NELSON MIKESKA, BILL SMITH, TERI NELMS,  
MEL KUNZE, PAT FEAGIN, JIM DEETER,  
THE SILVER-TONGUED LIZARD

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# S O C I A L



by Charlene Allan

First I'd like to thank Lanelle Montgomery for chairing the Spring Series Buffet. It was a great success, which goes without saying when Lanelle has anything to do with the planning that goes into any function. She served brisket, a rice dish with green chilles and cheese, beans, coleslaw, whole wheat rolls and a beautiful "Happy Father's Day" cake.

A questionnaire for the Dad's to fill in before dinner was tallied up and awarded with neat gifts to the following Dad's:

Tallest Dad went to Bruce Foster. Shortest Dad went to Trenton Wann (Rod Malone wasn't present). The crabbiest Dad when racing went to Howard Shirey. We laughed and said he should've gotten an award to have two sons that will race with him...most sons know better. ha The oldest Dad when their last child was born went to Ron Harden. The Dad with the greatest span of years between children went to Walter Allan. (Ron Harden should've won but they didn't want to give him all the awards.) The newest Dad went to Richard Fadal. It was lots of fun and thanks again Lanelle.

The next series buffet will be chaired by Marti and Howard Shirey. They are going to cater fried chicken, coleslaw, baked beans, rolls and watermelon. We had our usual 40 reservations again for the spring series buffet and fed 117 people. It's all guess work folks, and when we run out it's ashame to have hungary people walking around. Please sign up since it's catered especially. Surprise us okay??

Before concluding, I really have to mention our beautiful playground we now have. I know it's not a quote "social" event, but since we've been raising money at different social functions, I felt it was okay to mention. Richard Fadal and Claudia Foster originated the idea and put a tremendous amount of time into the planning and reassessing until almost everyone was satisfied with the outcome. On behalf of all the Moms and Dads, I want to personally thank Richard and Claudia, and everyone who helped move and rebuild it, along with all the helpers who raised the money or donated equipment, and to the board and members who allowed it to occur. We now have a wonderful, out of the way area, to watch our children have fun. It's very much appreciated. The rules are very strong not to leave your toddlers unattended and we rely on everyone to help us keep it after all the work that went into it, we don't want to loose it. Thanks for your help!

# a BIG THANKS!

If you've been to the club lately, I'm sure you've noticed the new children's play area. The larger equipment was moved; an attractive and innovative bench enclosure was built; playscape toys were purchased; and the money was raised! None of this was possible without the help of many wonderful people who volunteered their time, labor, and money toward the project. This article is a public THANKS to all who made it happen.

A huge thank you goes to **CHARLENE ALLAN** and **CLAUDIA MUSSELMAN** who, from the start, were the "right arm" of the project team. Turnback Canyon participants may have noticed the tired (and dirty) crew who moved the old play equipment to the new site---**DAVE BALFOUR, RANDY FADAL, RICHARD FADAL, BRUCE FOSTER, BOB GALLANT, TERRY JOHNSON, BOB MUSSELMAN,** and **LOUIS RODGERS**. Most were back on Memorial Day for another work party and much thanks go to these dads for building our bench area---**WALTER ALLAN, DAVE BALFOUR, RICHARD FADAL, BRUCE FOSTER, BOB GALLANT, BRUCE McDONALD,** and **BOB MUSSELMAN**. Some of the playground equipment was purchased through fundraising activities. Much of it was generously donated by members. Special thanks to **JANIS & KIRK LIVINGSTON** who donated the elephant slide and baby swing; **VICKI BREMER** for her donation and constant support; **FLORA McCLUNG** for the condiments and chips for the hot dog sales; **TEXASCAPES, INC.** donated the bollard posts and miscellaneous materials; and the sand was generously provided by **CUSTOM STONE SUPPLY**.

AYC provided \$200 of the nearly \$800 needed to complete the project. The rest was raised through hot dog sales during Centerboard, Turnback Canyon, and Governors Cup regattas. **CHARLENE ALLAN** headed up the Centerboard Regatta efforts with helpers, **CLAUDIA FOSTER** and **CLAUDIA MUSSELMAN**. The three of whom teamed up again for Turnback Canyon with helpers **CINDY BALFOUR, TOYA CAUFFMAN, LISA CORDELL, JENNIFER FADAL, BOB & MISSY GALLANT, NANCY JOHNSON, BONNIE LACKEY, NORMA LIEN, PAT MANNING, PAM & BRUCE McDONALD, ALICE RODGERS** and **CHRISTY SHULL**. Governors Cup efforts raised the final \$300 needed to put the project over the top. Thanks go to **CINDY BALFOUR** and **ROBIN BROADWAY** for heading this up with helpers **CHARLENE ALLAN, DAVE BALFOUR, ELECTRA BYUS, CLAUDIA FOSTER, BONNIE LACKEY, VALORIE LYNG, CLAUDIA MUSSELMAN, LESLIE SMITH** and **ELLEN SULLIVAN**.

In closing...a special thanks to the board of directors and the membership of AYC for giving the project a chance.

by Claudia Foster and Richard Fadal

On the night of the full moon, June 19, seven boats and 80 close friends and family of Caroline Howard took her ashes to Sometimes Island and put her to rest as she had requested.

The Howard's Columbia 9.2, Starshine, Conrad Werkentine's Columbia 8.6, our Pearson 31, Jim Turpin's Hunter 33, and J29's belonging to Meyers, Painton and Bernstein loaded up picnic suppers and people and motored out of the harbor. I wished for my camera to record the one-and-only time you could ever see the three Js racing away from the club with their MOTORS ON and their AWNINGS UP. That in itself was a sight to behold.

We anchored and rafted the boats together and shared our picnic suppers, watching the sun set. At the end of the "pink time", Caroline's favorite part of the day, just before the moon came up, the minister from St. Matthew's Episcopal Church conducted a brief ceremony and scattered Caroline's ashes over the water.

The surface was quickly covered with floating fresh flowers, some from the florist and some from the hillsides she loved.

Three boats then quietly pulled away from the island to return to the club, while the rest of us stayed until the moon was above us. We unfurled our sails for a slow "race" home in a drifting breeze. We felt it was wise to allow Starshine to beat us, since God's tactician was on board. As the moon reflected off of a glassy beautiful lake, we finally turned on our motors to finish the trip home.

It was a wholly beautiful, perfect evening to have shared with good friends and to say goodbye to Caroline. We all feel very fortunate to have shared even a small part of Caroline's life with her. Sailing was her favorite and dearest love and we can all be grateful that we have had the opportunity to have know her and sailed with her. Thanks, Caroline, we'll miss you.



## P.O.W. REPORT

by  
Tim Vicknair

The regional Prince of Wales Bowl eliminations were sailed at Rush Creek Yacht Club. Four Yacht Clubs were represented, AYC, RCYC, one from Shreveport and one from Houston.

RCYC provided us with practice boats (J 24s) the day before. The AYC team, Tom Ratliff, Larry Mc Carthy and myself were the only team to take advantage of the practice day. It was well worth it, especially since I have never helmed a J 24.

In our first race(w/l w/l), our opponent won the start by three boat lengths, however we were on his stern at the first windward mark. The spinnaker went up with the sheet and afterguy knotted together. I had to leave the helm and untie the clew, unfurl the spinnaker and retie it. Fortunately, mother nature was kind to us and the breeze lightened. Our competition was a third of the leg ahead. We had gained slightly by the time he reached the windward mark.

Our opponent adhered strictly to match racing strategy by remaining on the same tack as we were. This worked to our advantage on the second windward leg. He either continually took headers as we were being lifted or he was footing way off. We made huge gains. On the last tack for the windward mark, I made the lay line and he didn't. That forced him to take two extra tacks. We had a successful gibe set and won the race.

We switched boats and started the second race. I found out that our first boat was slightly faster in light air (sailing with jibs) and both boats were even in moderate air. The wind began to die. We won the start by 12 seconds. At the first windward mark we were four boat lengths behind and had a spinnaker snafu. On the next windward leg the hiking stick snapped off. Our opponents won. The judge said no rerace.

On our third start, (no boat switching) our opponent ran from us, starboard of the committee boat and below the line. As he made his way toward the line with 30 seconds to go, we came head to wind forcing to either shoot over early or to tack away. He tacked away behind the committee boat. We bore off gained speed and hit the line as the gun sounded. I knew we had him. The only problem was the race committee raised the answering pennant instead of the red shape. Then the preceded to move the pin up 10 yards. I won't repeat what I said at the time.

For the fourth start (no boat switching) our opponent was much more cautious about the starting line. He seemed content to start behind us and to windward. We won the start by 14 seconds. However, superior boat speed and better roundings gave him the win by approximately 30 seconds.

Well, maybe next year. I still think match racing is great stuff.



# ABOVE + Beyond....

by Kathy Pillmore

## **SAILING AS A BUSINESS.....PAGE TWO**

Our appreciation to Cynthia Darwin who, in response to our plea in the last *Telltale*, volunteered to represent our sport on the Austin Chamber of Commerce's Sports & Leisure Committee. We will be well served by Cynthia who comes from a family of highly competitive sailors including herself.

###

## **AYC MEMBERS DON'T STOP WITH SAILBOATS**

May 13th....another windy day on Lake Travis and the Austin Windsurf Club sponsors the Capital City Slalom Race. Windsurfers from all over the State of Texas are invited to compete...and do, along with 3 factory team riders. But who do you suppose takes home all the marbles???? None other than Austin Yacht Club sailor....Bruce McDonald!! Congrats to Bruce who showed them that we mean to dominate the lake!

###

## **KUDOS.....**

Past Commodore, Dr. Clift Price, was honored recently at a dinner held at the Four Seasons Hotel. The occasion was the tenth anniversary celebration of the CEDEN Family Resource Center.

Dr. Price, is the past president of the Ceden Board of Directors and is currently associate commissioner of Personal Health Services for the Texas Department of Health.

He was honored for his leadership role in the development of the CEDEN board of directors, and for helping thousands of children in Texas through his work in pediatrics and public health.



Dr. Price has served as president of the Travis County Medical Society, and of the Texas Pediatric Society in 1974-75. He has been active on many boards of directors including United Cerebral Palsy, Child and Family Services, and the Cystic Fibrosis Foundation. He also played an integral role in bringing fluoridation to Austin's public water supply.

Austin Yacht Club is honored to have persons of this stature among our membership. Only one question Dr. Price, when did you have time to sail??

###

## **SUPER AD WOMAN.....**

Jane Frederick, of Catalina 22 fame, was recently named as Retail Sales Manager of the Austin American-Statesman. All you retail business owners out there take note! Help a fellow clubmember look good...buy lots of ad space from her.

###

Dave Gage, the monoxodil poster child, will be leaving on an interesting adventure come October. Mr. Gage, sans the Mrs., will trek off to the Antarctic to start the first Yacht Club in McMurdo Sound. He will be there 12 to 13 months! during which time he will learn to speak penguin and make ice carvings.

In order to qualify for this "position" (hanging upside down on the world) he had to undergo extensive physical and psychological examinations. We are informed that his health is excellent and he is certifiably crazy so he qualifies to go.

He's looking forward to reading all the books he's been wanting to read for years and taking rolls and rolls of pictures. The polar bears could start looking real good in 9 or 10 months!!

# WOMEN'S SAILING CAMP

When he is not reading, or taking pictures, or organizing regattas and other such McMurdo Sound Yacht Club activities, Gage will be working for Applied Research Labs (a branch of the University of Texas) and will manage the satellite tracking station at McMurdo Sound.

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The Fosters (Claudia and Bruce) went off to Dallas recently to sail in the C-15 districts and brought back an enormous First Place trophy! Claudia intimidated the 17 other contenders with her day-glo bathing suit. They all thought it was a course marker and followed her everywhere she went!

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*Above + Beyond is a feature of your Public Relations Committee. It is dedicated to highlighting clubmembers activities beyond their sailing accomplishments. Persons interested in writing for or contribution to Above + Beyond may call Kathy Pillmore, 476-4586 or 450-1512.*

Woman's Sailing Camp, June 24 & 25, was a resounding success! Sixty campers spent a weekend learning and/or improving their sailing skills while having a great deal of fun.

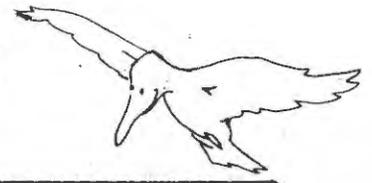
Forty women were novice sailors...some never having been on a sailboat. By Sunday, however, they were sailing Sunfish all over Lake Travis in some pretty stiff breezes. Another twenty signed up for team instruction on J-24's. They rotated through all crew positions, getting plenty of spinnaker experience. Saturday evening, everyone was treated to a fashion show with a sometimes tongue-in-cheek narrative on the economics of sailing.

The weekend could not have been possible without a platoon of AYC volunteer instructors, bosuns, drivers, boat owners, administrators, models, guinea pigs, cooks and bottlewashers.

This huge undertaking was co-chaired by Cynthia Darwin and M. L. Painton with strong support from Barbara Hawn...all of whom are to be commended for an excellent lesson in teamwork and professionalism. If the comments by happy campers were any indication, this will be a tough act to follow.



# SPRING SERIES RESULTS



## ONE DESIGN FLEETS

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### C-15 (3-Boat Average)

1. Claudia & Bruce Foster

### Catalina 22 (5-Boat Average)

1. Steve Pervier
2. Walter Allan
3. Calin Popescu

### South Coast 21 (5-Boat Average)

1. Danny Lien
2. Ray Shull
3. Duane Dobson

### J-22 (7-Boat Average)

1. Craig Holmes
2. Steve Brown
3. John Saunders

### J-24 (8-Boat Average)

1. Kirk Livingston
2. Dave Broadway
3. Jim Swanzy
4. Ron Harden

## HANDICAP FLEETS

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### Portsmouth A (4-Boat Average)

1. Tom Romberg

### Keel A (7-Boat Average)

1. Dennis Awbrey
2. Bob Tesch
3. Terry Meyers

### Keel B (8-Boat Average)

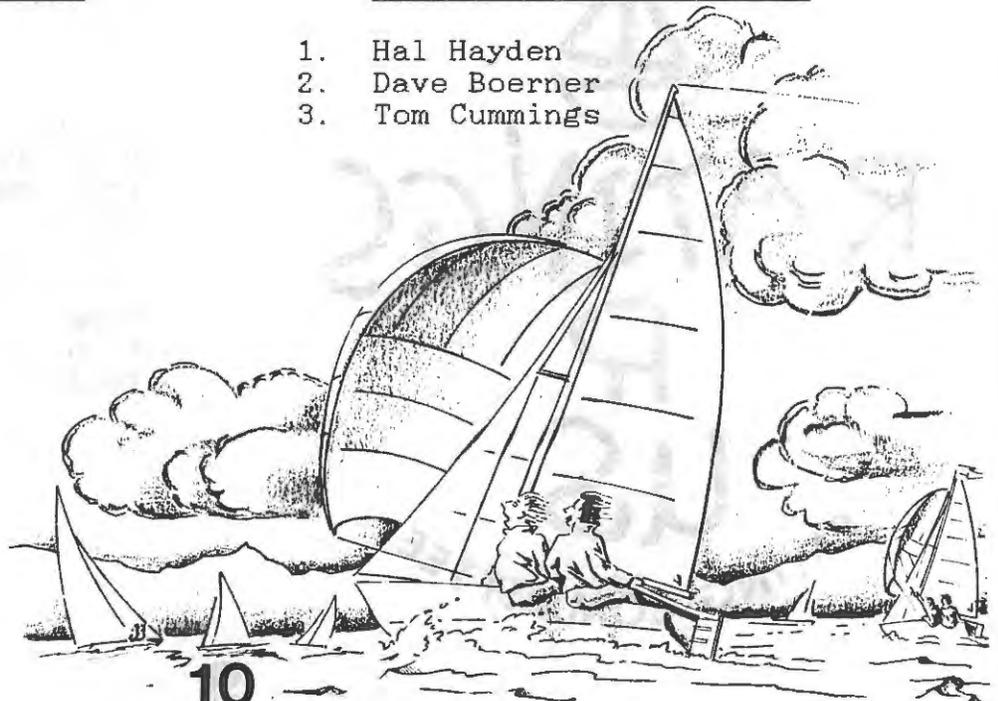
1. Claude Welles
2. Tom Lott
3. Frank Riha
4. Erhard Suderman

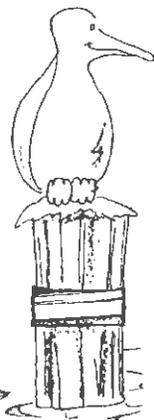
### Keel C (11-Boat Average)

1. Barbara Hawn
2. Bill Records
3. John Vance
4. Eddie Calogero
5. Tim Vicknair

### Keel D (5-Boat Average)

1. Hal Hayden
2. Dave Boerner
3. Tom Cummings





Average Percentage Score Standing  
of Top 25 Races for  
Keel Boats  
(including non-members of Keel Fleet)



RANK	SKIPPER NAME	# OF RACES	AVERAGE PERCENTAGE SCORE
1	TESCH. BOB	18	61.43
2	CALGERO. EDDIE	16	54.45
3	RECORDS. BILL	16	54.32
4	WELLES. CLAUDE	15	51.44
5	MEYERS. TERRY	17	51.20
6	BROWN. STEVE	11	40.69
7	AMBREY. DENNIS	15	39.84
8	CHAMBERS. MIKE	15	36.31
9	DEETER. JIM	13	35.08
10	HAYDEN. HAL	14	34.06
11	PETERSON. BAY	12	32.65
12	PAINTON	10	31.36
13	VANCE. JOHN	9	28.47
14	MUSTA. CHARLIE	11	28.47
15	RIHA. FRANK	11	28.38
16	DWYER. WALT	10	27.87
17	BERNSTEIN. GAIL	17	27.47
18	SUDERMAN. E.	13	26.32
19	HARRIS. VERN	10	25.64
20	PILLMORE. BOB	7	25.17
21	BALFOUR. DAVE	13	24.73
22	CUMMINGS. TOM	10	24.38
23	CHRISTOPHERSON	8	21.53
24	HALL. LARRY	7	21.21
25	WAHLBERG. DAVID	7	20.57
26	GOLDEN. LINDA	14	20.57
27	MANNING	9	19.79
28	BLAIR. TOM	16	19.77
29	WILLMAN. BRUCE	7	19.61
30	BOWDEN. BARRY	6	19.60
31	SPADEMAN. STEVE	10	19.58
32	VICKNAIR. TIM	7	19.12
33	VAUGHAN	8	18.74
34	BOERNER. DAVE	6	18.29
35	FRELS. PAUL	8	18.18
36	RATLIFF. LARRY	6	17.44
37	WANN. TRENTON	5	16.66
38	SLAUGHTER. S	8	16.33
39	JOHNSON. D.	7	16.18
40	LIEN. DANNY	4	16.00
41	ROCKOFF. MAX	11	15.60
42	HENNIGH. STEVE	5	15.53
43	CARSON. K.	6	14.88
44	MCCLUNG. MIKE	5	14.84
45	FEAGIN. PAT	4	14.54
46	LOTT. TOM	4	14.36
47	DUNCAN. HERB	8	13.64
48	WARREN. BYRON	7	13.36
49	VICKNAIR. TIM	8	12.58
50	TYE. DENNIS	5	12.15
51	PORTER. GREG	4	12.00
52	SPLETTER. PHIL	4	11.87
53	COOPER. GARY	12	11.54
54	BRADFORD. MARK	5	11.43
55	JONES. JERRY	8	11.34
56	NEEL. HAROLD	3	11.33
57	EKBERG	4	11.33
58	JOHNSON. TYE	8	11.13
59	McDONALD. GEO.	5	11.08
60	MCDAVITT. LINDA	3	11.00
61	SMITH. ROY	3	10.80
62	FARMER. ROBERT	8	10.71
63	BURDGE. GARRY	5	10.56
64	BYRUM	6	10.52
65	ANDERSON. LEO	5	10.48
66	KNOX. KEY	3	10.13
67	EDGAR. PETE	3	10.07
68	MANDELL. JOHN	3	9.91
69	POWELL. JAMES	4	9.91
70	ROY. DIETER	7	9.67
71	DHALE. ANNA	3	9.45
72	MAYFIELD. MIKE	9	9.44
73	WHEELER. PAUL	6	9.22
74	ELLZEY. ANNE	8	8.99
75	ZAGST. WALTER	4	8.93
76	SHULL. RAY	3	8.67
77	WHITE	4	8.57
78	DUPLICATE	3	8.50
79	WELLER. PERRY	7	8.40
80	BROADWAY. DAVE	3	8.36
81	McELHANEY. BOB	4	8.25
82	FOSSLER. KEN	3	8.07
83	CHAVEZ. GINO	6	8.06
84	GRAY. DON	3	7.72
85	SOEFJE. LOUIE	3	7.71
86	SHOUGH. PETE	3	7.71
87	NELMS	3	7.70
88	WIDDOWS. R.	6	7.66
89	GOLDSMITH. BOB	7	7.64
90	HOPKINS. DAVID	3	7.60
91	RYMAL. JOE	5	7.57
92	SCHROTH. FRED	2	7.56
93	PETERSON. W.	4	7.49
94	KOELLING. KEN	4	7.43
95	KOZLOWSKI. TOMMY	3	7.20
96	MYNATT. JIM	3	7.10
97	BAKER. JIM	3	7.07
98	VAN GEEM. A.	3	6.87
99	JASPERSEN	2	6.86
100	NORTHRUP. B.	6	6.85

# GOVERNOR'S CUP

Weather took its toll on Governors Cup even before the first signal flew Saturday morning. The heavy rains in Houston and Dallas made it impossible for many would-be competitors to get their boats out of the water for the trip to Austin. Consequently, the 300 boats that usually fill Lake Travis for the July 4th weekend was down by 50% this year.

Then to top it off, the wind that blew all week in Austin, died Saturday disabling the keel fleets and allowing the centerboards to get off only 1 race. Sunday made up for Saturday's "drift and roast" with average 12-knot breezes and lots of good racing.

This year's Governor Cup was conducted under the able leadership of Mike Eitelman and Dave Broadway. Special thanks go to Jim Baker, Roy Smith, Eric Bozyan and Dave Wahlberg who served as Race Committee. Another round of applause goes to the members of the Scoring Committee namely, Joe Theil, Russell Painton (Keel Handicap); Roy Smith, Robbie Nelson (Keel One-Design); Jane Baker, Liz Bozyan, Eric Bozyan (Centerboard).

The Governors Cup Trophy was presented to the **GRAPEVINE SAILING CLUB.**

## GOVERNORS CUP RESULTS.....JULY 1 & 2, 1989

### CENTERBOARD ONE-DESIGN

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#### SUNFISH (8 Boats)

1. Jim Deeter
2. Ronald Presswood
3. Vic Manning

#### THISTLE (7 Boats)

1. David Smedley
2. Tom Glover
3. Kaufholz

#### LASER (10 Boats)

1. Fred Schroth
2. Bryan Calk
3. David Shockly

#### C-15 (9 Boats)

1. Claudia & Bruce Foster
2. Keith & Bonnie Lackey
3. Kirk Livingston

#### FLYING DUTCHMAN (5 Boats)

1. Quentin Baker
2. John Chapel

#### Capri 14.2 (9 Boats)

1. John Welsh
2. Mark Bradford
3. Jeff Delaney

### CENTERBOARD HANDICAP

---

#### PORTSMOUTH A (5 Boats)

1. Tom Romberg - M20
2. Teri Nelms - Fireball

#### PORTSMOUTH B (8 Boats)

1. Paul Whitworth - M Scow
2. Charles Quade - Snipe
3. Grant Wolfe - Harpoon 5.2

## KEEL ONE -DESIGN

### CATALINA 25 (5 Boats)

1. Hal Hayden
2. Ken Miller

### J-22 (7 Boats)

1. Doug Woodward
2. Greg Schertz
3. Craig Holmes

### CATALINA 22 (13 Boats)

1. Joe Roddy
2. Steve Fredericks
3. Walter Allan
4. Mike Wright

### HOLDER 20 (6 Boats)

1. Matt Romberg
2. Jim Henrickson

### J-24 (5 Boats)

1. Doug DeCluitt
2. Eric Nelson

### ENSIGN (5 Boats)

1. Harold Neel
2. Dan O'Donnell

## KEEL HANDICAP

### A--SPINNAKER (9 Boats)

1. Russell Painton - J29
2. Scott Christopherson - J29
3. Terry Meyers - J29

### C--SPINNAKER (11 Boats)

1. Eddie Calogero - SJ 7.7
2. Bay Peterson - Cat 27TM
3. Walt Dwyer - Pearson 26
4. Marilyn Boemer - Cat 22
5. Leo Anderson - Capri 22

### A--NON-SPINNAKER (5 Boats)

1. Mike Chambers - Olson 25
2. Herb Duncan - Cal 9.2

### C--NON-SPINNAKER (5 Boats)

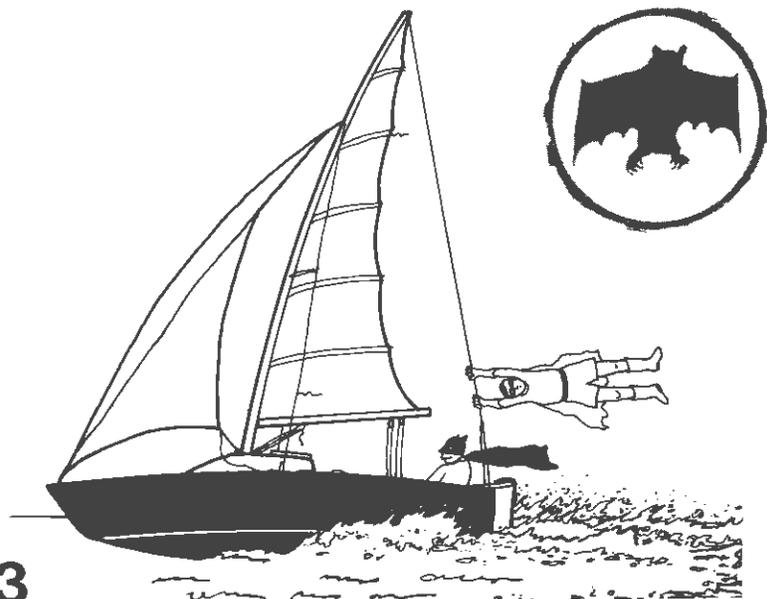
1. Bob Gallant - SC21
2. Bill Jaspersen - Col. 22
3. Leonard Ekberg - Starwind 22

### B--SPINNAKER (9 Boats)

1. Claude Welles - Cal 9.2
2. Larry Hall - S2 7.9
3. George McDonald - Moore 24

### B--NON-SPINNAKER (5 Boats)

1. Steve Hennigh - Ranger 23
2. Linda Golden - SJ 7.7



COUNTDOWN

**2**  
MONTHS  
'til

# **FALL REGATTA**

**89**



**14-15**

**october**



# \* FLEET TALK \*

## CENTERBOARDS

by Teri Nelms

Well now, wasn't Governor's Cup just more fun than you could imagine? Rotten keel boaters didn't even bother to sail on Saturday. Not so, with the CB fleet in the hands of Brutal Boyzan and Windy Wahlberg. They did a great (?) job of making one race out of a collection of drafts and breezes on Saturday. I did nothing but gripe about having to sail it, but since I ended up correcting over my competitors, I guess it wasn't such a bad deal after all. I also caused a scene when I couldn't find the Saturday results posted anywhere. Keel boaters would tear the computer up if they didn't have immediate results, so I had no problem with being obnoxious about it. Actually, the results were posted right in front of my face, but under the sign that said "AYC Series Results". Big deal, don't expect an apology, it would be out of character.

Speaking of being in character, Sunday turned up enough wind to cause me to have to capsize the boat twice just to maintain my image. I also had equipment failure twice, which caused my crew to be dumped, without warning, into the drink. He is a brand new crew-in-training and even after the regatta, he truly believes that he will be macho and meet chicks if he crews on the Fireball. Something I'm saying is evidently working.

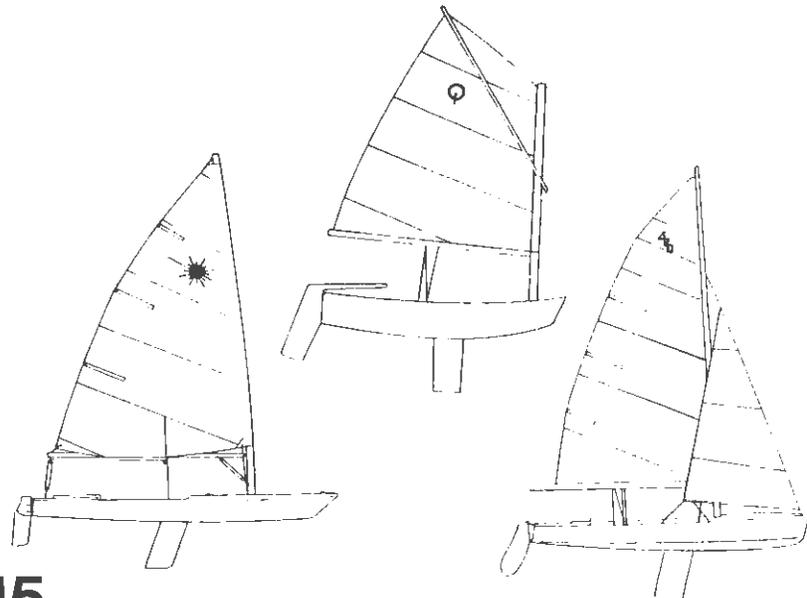
I need to share with you a frightening discovery that the CB fleet made on Saturday: There are FIREANTS alive and well on Sometimes Island! Here we thought we could actually have a picnic without fighting ants for our sandwiches. Silly sailor, not so. All I can think of to explain all this is that somebody has followed the suggesting I

made earlier in the year about taking all the ants out to the island so they would drown when the lake comes up. Or eat each other up. This is of course a source for some stimulating speculating on art murders and swimming insects. You can anticipate that it will come up in the next board meeting.

It was great to see 60 CB boats on the line for the regatta. Too bad Dr. McIntyre couldn't show up and join the other two M20's, Romberg and Gunderson, so I would have had three boats to worry about in addition to a visiting 505. Thank goodness Race Committee God was kind enough to split the fleet of 15 in half, since the Flying Dutchmen made a fleet, or I probably wouldn't have survived the Windmill and MC scow.

I'm looking forward to sailing the Summer Evening series in the Fireball and I hope to see a good turnout from the CBs.

If we could all have a "good time" in no wind and 95+ temp for Governor's Cup; imagine the blast we'll have sailing around and unrigging in the dark! See you on the lake.



# CORONADO 15

## *C15 Fleet 34*

by Bill Smith

So much has happened in the last month, I just don't know where to start. Most recently we had a typical Governor's Cup regatta. Why must it either blow stink or not at all? At least the second day of racing was exciting, with a lot of stiff competition to be had. This was very apparent in that the point spread in the leader clump of boats was very narrow.

The super consistent Foster team does it again and takes 1st in spite of a sixth place finish in the first race. The Lackey's had the lead for a while but couldn't match the Foster's consistency and took a solid 2nd.

There was only a 1 point spread between the 3rd through 5th place finishers. Kirk Livingston managed to clip 3rd with 4th going to Leslie and myself in a tiebreaker with Ted Perna.

Unfortunately, the Governor's Cup regatta still has a way to go in becoming a quality centerboard regatta that will attract more centerboard participation in successive years. I would encourage any centerboarder with ideas on how to improve their enjoyment of Gov's Cup to let someone appropriate hear them. The PRC has solicited comments from me and is interested hearing any constructive ideas. I would like to see a restored reputation of Gov's Cup as a quality racing event that is FUN to go to (even if the winds don't cooperate) for centerboarders. Its going to take even more planning for next year to achieve this goal.

On last June 10 and 11, the District V championships were held in Dallas on Whiterock Lake. A total of 17 boats showed up, including boats from Austin, Houston, Tyler, Dallas, and Tulsa, OK. Many of

these boats were also planning to attend the C15 North American Championships the following week in Tulsa.

The racing on Whiterock was really managed well. The wind cooperated and the general quality of racing was high. This resulted quickly in 2 boats competing for District Champion and a very tight race for 3rd and higher places. Mistakes could be very costly due to the competitiveness of the entire fleet.

Claudia and Bruce Foster sailed consistently great and became the District V champions for 1989. Congratulations for winning such a tough District Championship.

Gordon Prejean of Dallas got 2nd, Scott Craven of Houston got 3rd, Keith and Bonnie Lackey got 4th, Joe McDonald of Tulsa got 5th, and Bill Smith / Sally Buchner got 6th. Keith and Bonnie Lackey were 6th after 5 races and really sailed superb the second day (last 2 races) to finish 4th overall.

At the District V business meeting, we ate, drank, and had a wonderful time socializing. Of course, being new to C15 "organized" sailing, I didn't understand how the politics worked. So I was surprised when I returned from the bathroom and was pronounced the new District V secretary. Yes, that means Austin will host the 1990 District Championship and all you Austin C15ers will be required to attend and have fun. I may require some help in planning for the event from my voting constituency. (Its your own fault).

The big event of the year, the C15 North American Championship, was everything I expected and more. The general consensus was that this was the best run regatta anyone had ever been to. The entire Windycrest Sailing Club pulled together to

conduct such a successful event. The amount of organization and the contributions of the club membership was apparent all week.

The Championship was held on Lake Keystone, west of Tulsa, Oklahoma. Lake Keystone is a large lake that has some features similar to Lake Travis. It is surrounded by low rolling hills, some cliffs, not very populated, with the hills covered by trees... In the section of the lake where we raced, the lake never got as choppy as Lake Travis and there was virtually no power boat traffic. The wind shifts were quicker there than on Travis, requiring more tacking with a shorter reaction time to a wind shift.

Forty C15's showed up, with boats coming from all over the country (as far away as Seattle, Washington). The regatta format for those who don't know consists initially of 3 qualifying races. The fleet, based on the results of the qualifying races, is then split equally into an A and B fleet for the championship series.

The quality of competition is hard to describe. Suffice it to say, 1 bad tack could cost you 10 boats worth of new bad air. You were never alone. There weren't a lot of protests being filed (although I saw quite a few 720's).

One successful and unique feature of the regatta was the valet boat parking service. With just one launch ramp, it was going to be difficult to launch and retrieve 40 C15's in a timely manner. This problem was solved by assigning each boat a number and a parking place. The boat, trailer, and parking place all had this number affixed to it. Then, using 3 club member cars, some radios, and a bunch of volunteers, the valet service was born. When a boat reached the head of the line at the rigging dock, a volunteer would radio the boat number to the parking lot, a club member would bring

the trailer to the water, other volunteers would help load the boat, and the skipper and crew would ride with the boat back to the parking place. This launch and retrieve efficiency resulted in a more enjoyable regatta because the participants then had time to concentrate on the important things like racing, eating, drinking, and socializing.

Three boats from Austin went to the North Americans. John Mandell and Roy Smith placed 11th in A fleet for the top Austin finisher and Keith and Bonnie Lackey finished 18th in A fleet.

Leslie and I finished 1st in B fleet. It was definitely a thrill to win B fleet. Especially after screwing up and taking a DNF in race 4. I thought I knew those new rules, especially the one about touching a mark (and yes I know that the pin end of the finish line is one of those...). It's no consolation that the race committee didn't know any better than I (because the jury did). Thank goodness the weather forecasting in Tulsa is no better than in Austin and we did get races 6 and 7 in the next day and thus a throw out.

To no one's surprise, Allison Jolly (Olympic gold medalist in women's 470's) and husband Mark Elliot won the A fleet with 6 firsts. The top finishing Texas boat was Gordon Prejean from Dallas with a 4th place finish.

Next year, the North American Championship may be held in Fort Walton Beach, FL. Based on my impression of this year's Championship, I won't miss it and I hope that more Austin boats will be able to attend. This was truly a memorable experience.

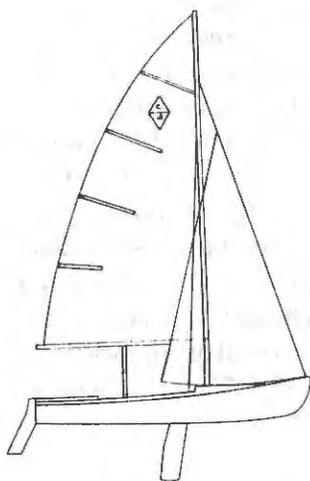
As for upcoming events, the C15 fleet is participating in the Summer Evening Series, and as usual, the Fall Series will be

# SUNFISH

by "The Silver Tongued Lizard"

used to determine the 1989 Fleet Champion. Most boats are planning to switch places (skipper and crew) for the Summer Evening Series. This should prove very interesting since a few haven't performed at the "other" position before.

Upcoming out of town events include the Houston annual regatta on Sept. 30/Oct. 1 weekend, and the Dallas State Fair Regatta on Oct. 7. Several Austin boats are planning to attend 1 or both of these. They both should be a lot of fun.



We want to welcome our newest members to Sunfish Fleet-70. They are Charles Pope, Gary and Donna Cooper (2 Sunfish), Curtis Tarpley, Robbie Nelson, Jennifer Fadal, Hope Lockridge, Bob Jones, Barry Bowden, Claude Welles, Terry Meyers, Walter Allen, Dane Ohe, and J. B. Kluj.

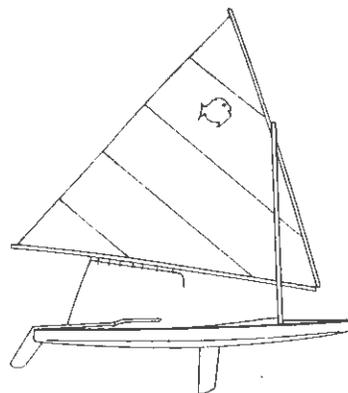
The Centerboard Regatta was well attended by Sunfishers. We had the largest fleet again this year with 15 participants. The trophy winners were: Steve Brown, Pat Manning, Jim Deeter, Bruce Willman, Vic Manning, and Tim Erwin. Sunfish Fleet-70 participated in three out-of-town regattas, represented by Jim Deeter and Vic and Pat Manning. The first was the "Two's a Crowd" regatta at Seabrook Sailing Club in May. We all came back with the same comment, "It was an humbling experience." Winds blew at 15-20 knots and seas were 1 to 2 feet with current and chop to contend with; and we were all "too good" to use a jens jig. We all placed at the end of the fleet. The next outing was at Galveston Boat Club on June 3 & 4. The conditions there were winds 15-20 knots, but no chop or seas since it was held on Offutt Bayou. Downwind was a blast! You could plane for half a leg! Jim and Vic were in A-fleet with the big boys and had another "learning experience." They even decided to try jens rigs which helped their performance, but not enough to put them in trophy position. Pat, however, was in B-fleet and took 5 bullets and came home with a silver Mint Julep Cup. There was no meal planned for Saturday evening so we made our own fun at a local restaurant with a great waiter. We were surprised we weren't kicked out for laughing too much and disturbing the other customers. In other

words, we were true Sunfishers having fun, as only we can. Sunfish! Sunfish! Sunfish!

Our last adventure was back to Seabrook on June 10 & 11 for their "Summer Solstice" regatta. This time the winds blew 20 to 25 knots on Saturday with seas and chop as before. But we did better with our jens rigs (except Vic who still doesn't like them). Sunday was wild!! There was no wind as we drifted out to the course so Pat shook out her jens rig but Jim was more conservative and left his in. Then the winds began to fill and build...and build! By the time the race started it was blowing 30 mph steadily with gusts to 35 mph and seas were 3 to 4 feet. Our course was 2 triangles and it was wild!! We were going so fast downwind that water was shooting out of the centerboard trunk. Once a 4-inch fish washed into Jim's cockpit when a wave broke over his deck, but being too small for dinner, he threw it back. In spite of all this and with pure determination, and special assistance from the race committee who moved the finish line to accommodate Pat, the Sunfish Fleet was the only fleet to have all starters finish the race.

A special THANKS is due to our fellow Sunfishers who lent their boats for Ladies Sailing Camp this year. They were Vicki Bremer, Jacque Hargrave, Carol Tesch, Gary and Donna Cooper, Robbie Nelson, Rod Ethridge, Terry Meyers, Bob Jones, Claudia Foster, Curtis Tarpley and Craig Tapley. Between the Junior Program boats and the loaned boats we had 20 Sunfish on the line Saturday morning for the ladies. From the enthusiasm of our beginning sailors in Ladies' Camp, the Men's Camp registration has doubled and indications are that the beginners in Men's Camp will be taught on Sunfish this year.

If you are interested in finding out what we Sunfishers are doing, come join us on Wednesday evenings with a Sunfish, or call Vic Manning to find out about the cruises which are being planned, as well as other social activities.



# J-22

# J-24

The AYC J-22 Fleet hosted a Circuit Regatta on May 6th & 7th. Nineteen boats participated in what was to be the last tune-up for the North American Championships, which was coming up in Houston.

Arak and Liz Bozyan ran a great regatta with winds from some really weird directions. Gail Bernstein and John Mandell helped Randy Robinson with the unpopular job of judging. They even did a great job! Liz plotted up the order of mark roundings for each race. The posted rounding orders proved to be a pretty humorous topic of discussion. Even the regatta leaders had their share of ups and downs.

Take Mark Rylander's team for example; I'll just pick a race at random, let's see, how about the fourth race? Looks like I picked a good one. They rounded the first mark in 6th (not bad for some hackers). Then they proceed on to the gybe mark. Usually positions remain about the same on this leg, but not for this team! They drop to 18th. They finally get it in gear and move up to 16th at the leeward mark, 10th at the next windward mark, 9th at the last leeward mark, and back up to 6th at the finish. Just to be fair, they did round every mark in first place in the 5th race to take the regatta, with only 13.5 points. Crewing with Mark were tactician and cockpit person Carol Rylander, foredeck boy John Bartlett, and rail ballast Paul Foerster.

Other AYC teams finished as follows:

Bill Mitchell	2nd
Rob Johnson/Mike McClung	3rd
Terry Schertz	7th
Doug Woodward	9th
Craig Holmes	10th
Al Alyn	13th
Dave Hilfer	16th

## J/24 FLEET -- Phil Spletter

Since the last Telltale, the local fleet has been pretty active and with much of summer remaining, there are a lot of activities coming up to plan for.

On the Memorial Day weekend, AYC's road warriors went to the Southwest Championships that were held at Rush Creek YC on Lake Ray Hubbard in Dallas. While J/24 Texas Circuit stops always attract top talent from afar, this one was particularly star studded as it is a qualifier for the World Championships. Also, with some new class rules and a profound interest in compliance, measurement was almost as challenging as the fleet. Bon Temps, Grand Slam, mr. happy, PSYCHO, Garrison's Tangerine Machine, ThunderStar and WindShift all made the trip and survived the windy conditions but ThunderStar and mr. happy couldn't survive protest hearings. As a result, ThunderStar who had an otherwise superb regatta moved back only a couple of places while mr. happy, who did not fare as well as ThunderStar in the other races fell to way back. There are only two more stops in the '88 - '89 J/24 Texas Circuit and because the two top boats qualify for the World's, the plot is rapidly thickening, especially when throwouts are considered.

Eleven boats entered the Spring Series. The Livingstons, the newest fleet members won the whole enchilada on their Tan Toy while Superman, Garrison's Tangerine Machine and Running on Empty took second, third

and fourth respectively. Also competing were Double Trouble, Jack Pot, Captain America, Grin N Bare It, skippered by John Schmidt, PSYCHO, Bill Rogers' Blue Boat and Pancho.

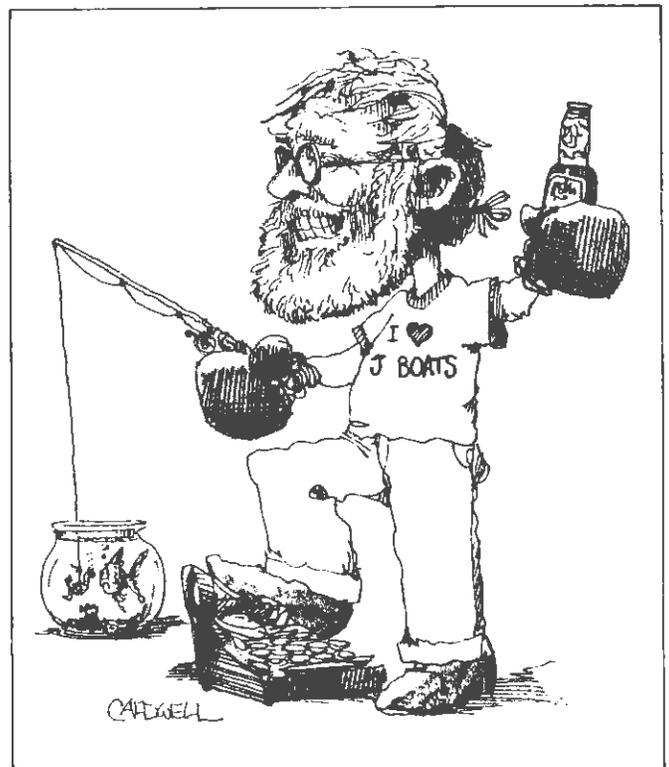
Fleet members Mike Eitelman and Dave Broadway along with Valorie and Robin chaired the Governor's Cup regatta. Like the J/24 Circuit Stop in Austin last March, they planned a premier regatta but the wind did not always cooperate. I'm sure that the details will be chronicled elsewhere in the Telltale but it should be noted that Bon Temps pulled a horizon job on the rest of the fleet to take two firsts and the regatta. In a boat borrowed from Fred and registered under an alias, Eric Nelson, John Mandell and some talent from the recent Women's Sailing Camp took two seconds and second for the regatta.

Speaking of Bon Temps, it sounds like Doug is going to team up with Dave Broadway and John Schmidt to make the trek to Rochester, NY for the North American Championships. Also ThunderStar went to Ontario, Canada for the World Championships which are being sailed as this is being witten.

Closer to home is the upcoming Summer Evening Series. it is a fun series and being on Saturday night it is quite conducive to post racing partying. Last year the fleet switched to intermediate length courses and only sailed one race per night. After the racing the fleet had pot luck dinners that were great. If this sounds like an editorial

promotion you're right. if it sounds good, Call Eric so he can let the PRC know about the change before the series starts. The fleet will provide at least beer and if I know Robbie, something to eat as well. Also, our fleet has RC duty on August 12 so plan to come out and help.

In addition, Robbie is scheming a fleet social event for later in the summer (September time frame) so keep in touch. Finally, our fleet is hosting the first stop on the '89 - '90 J/24 Texas Circuit October 21 - 22. It is not too early to start some of the preparations so please help out when asked or better still volunteer.



# CATALINA 22

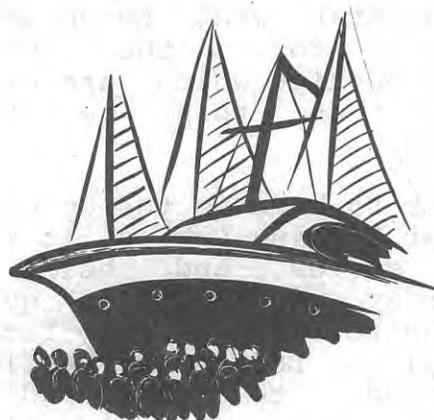
Summer sailing activity has been exciting both on and off the water for Fleet 69. Turnback Canyon was a rare treat this year with two consecutive windy days. Yours truly had the "opportunity" to work race committee for this event and was able to get a birds eye view of our fleet. It was especially good to see at least four non-racing fleet members attempt this event. (Final result for this and other racing events are listed elsewhere in Telltale.)

Now a bit about bussiness at hand. As you all recall we selected a single intermediate course for the summer evening series. Fleet participation was a little off for the spring series so lets see if we can get a few more boats on the water for this one. In September we once again have a race committee responsibility. If you have not participated this year or feel especially compelled to do RC again give me a call at home or work and I'll make sure yo get on the roster. In addition to this we will need to donate an individual to RC duty for the Fall Regatta. On the less strenous side, the C22 fleet will be responsible for addressing envelopes for the AYC annual banquet this year. We will get together and do this sometime in late October or early November.

ON the lighter side the fleet had a great cruise this month to Long Canyon for our June Fajita and Margarita cruise. Cruise sponsors were Mark and Nancy Johnson and Ron and Bonny Tobin. Seventeen boats showed up to have Ritas and Fajitas. Don't forget the Piña Colada cruise on July 15th starting 6:00 PM at Long Canyon. This will be a bring your own dinner cruise. Our August fleet meeting will be at the AYC clubhouse at 7:00 PM Wednesday August second. The fleet will be cooking hot-dogs and hamburgers for dinner. Afterwards we will have a bussiness meeting. Everybody needs to bring their own drinks and deserts.

Thats it for this month hope to see you on the lake soon.

Nelson



# SOUTH COAST 21

by Pat Feagin

## UNDER THE COTTONWOOD ...

Here are the race results from the SC Nationals:

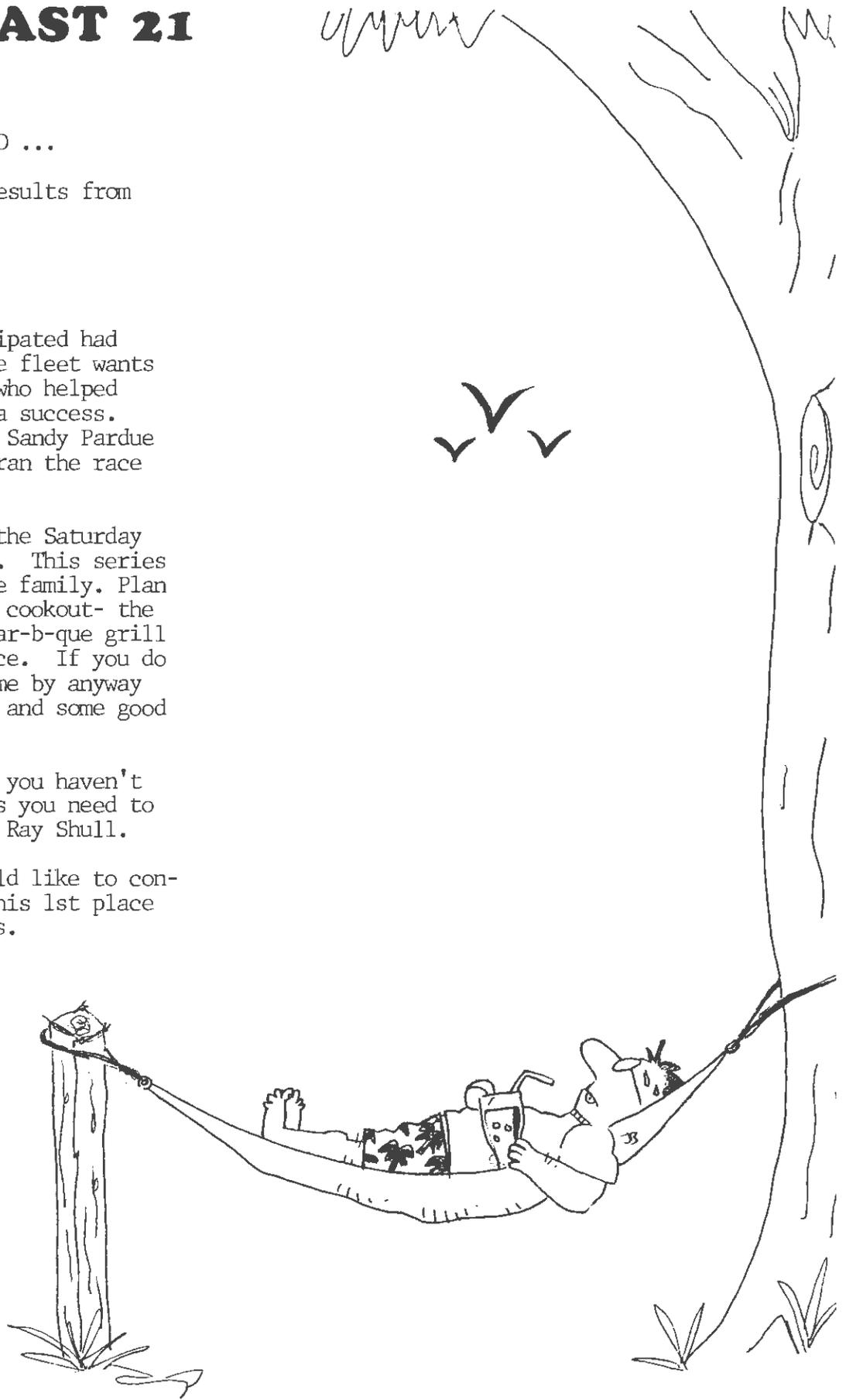
- 1, Greg Garrett
- 2, Ray Shull
- 3, Danny Lien
- 4, Dwane Dobson

Everyone who participated had a great time and the fleet wants to thank all those who helped make the Nationals a success. A special thanks to Sandy Pardue and the others who ran the race committee.

Starting July 22nd the Saturday Evening races begin. This series is fun for the whole family. Plan to bring food for a cookout- the fleet will have a bar-b-que grill ready after each race. If you do not want to cook come by anyway for a gin and tonic and some good bench racing.

Just a reminder- If you haven't paid your fleet dues you need to do so. See or call Ray Shull.

P/S. The fleet would like to congratulate Danny on his 1st place in the Spring Series.



# ENSIGN

by Mel Kunze

The big news was the 1989 Ensign Region 4 Regatta! Fleet 30 hosted the event June 14-17, here on Lake Travis. It was a smashing success!

Eleven boats competed; four from Fleet 30, three from Houston, two from New Orleans and two from Colorado. The weather was great and racers found both moderate and brisk winds, with the usual Lake Travis shifts. One practice and five real races were held.

Dean Snider from Houston won. Harold Neel and crew were close behind in second place, with Tommy Kozlowski in third and Dan O'Donnell in fourth. Fleet 30 competitors did well against very able out-of-town Ensign sailors.

Lots of people helped make this a successful regatta. Arak Bozyan turned in his usual stellar performance as Race Committee Chairman, and Clift Price starred as master of ceremonies during the end-of-race banquet. Dan O'Donnell rallied the fleet to provide volunteers. Excellent meals were arranged by Bill Davidson, Michelle Graf, Sam Humphrey (especially Sam!) and Mel Kunze. Loaner boats were provided by Ken Carr, Cynthia Creamer, Tom George, Sam Humphrey, Mel Kunze and Larry Niemann. There were many others involved. Unfortunately they can't be recognized here, but thanks anyway.

Loudest applause must be saved for Harold Neel, who occupied the lonely position of Regatta

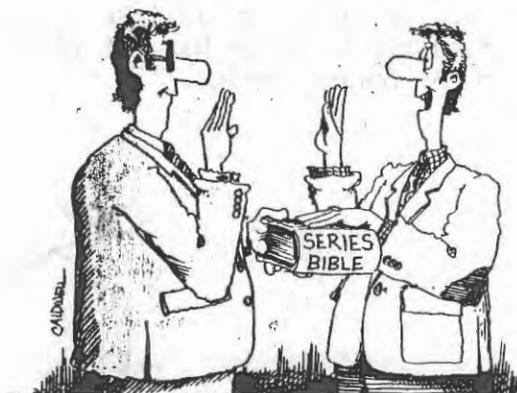
Chairman. Harold glued it all together, agonized over the budget and ran a first-rate regatta! Thanks, Harold.

Other newsworthy Ensign events included the Spring Series and Turnback Canyon.

The Spring Regatta was won by the Neel machine. Tommy Kozlowski finished second.

Turnback Canyon was important this year because an Ensign won the trophy. The Lancaster team had the best corrected time for keel boats during the first day's race. Well done, #773! Tommy Kozlowski was best overall among the Ensign fleet for both races and the Lancaster team was second.

On to the Summer Evening Series.



# KEEL HANDICAP FLEET

by JIM DEETER

## NON-SPINNAKER RACING

The keel Fleet Board, at it's last meeting, discussed the subject of NON-SPINNAKER RACING in the PHRF series races.

In order to determine interest in Non-Spinnaker racing the Board has established the following guidelines and procedures.

The test period will consist of the next two series. Each participant will, prior to the first series race in each event, declare his or her intent to race Non-Spinnaker. This must be in writing. A form will be available in the TELLTALE and in the office.

Each Non-Spinnaker boat must display a colored streamer off the backstay. Streamers will be available prior to the race in the office.

All Non-Spinnaker boats will start with their normal starts but will be scored as a separate fleet. Non-Spinnaker fleets A & B will be scored as one fleet as will Non-Spinnaker fleets C & D during both series.

The intent of this program is to enable those desirous of racing Non-Spinnaker a forum to demonstrate, by performance, that desire.

After the two test series (Summer Evening and Fall) the

results will be examined and a determination will be made whether to continue Non-Spinnaker racing and what, if any, modifications to the present system are needed.

## KEEL FLEET PARTY

The annual KEEL FLEET PARTY is slated for Saturday, August 26. The Chairperson for the event is *Jeane Goldsmith*. She will appreciate any assistance in planning and executing the party. If you, or anyone you know, are able to help DON'T hesitate to call her at 329-6603 (she has a recorder).

-----  
NON-SPINNAKER  
REGISTRATION FORM  
EVENING \_\_\_\_\_  
FALL \_\_\_\_\_  
SKIPPER \_\_\_\_\_  
BOAT \_\_\_\_\_  
SAIL NO \_\_\_\_\_  
PHRF \_\_\_\_\_ HANDICAP  
RATING \_\_\_\_\_

Please complete and turn in prior to begin of series. Form may be used for both series by indicating in space provided.

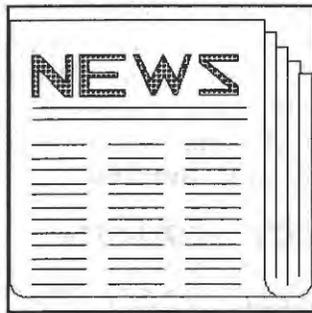
NOTICE:  
YOUR DEMONSTRATED  
PARTICIPATION WILL  
DETERMINE THE  
COURSE WE WILL  
SAIL . VOTE WITH  
YOUR PRESENCE ON  
THE COURSE.

PLAN TO ATTEND THE PARTY. WE  
WILL HAVE A FUN TIME. MORE  
INFORMATION WILL BE PROVIDED  
BY SEPARATE NOTICE.

Join **USYRU**



# KEEL A



Hi, Sailors and Sailorettes!

It's time for another exciting dose of Keel A stuff, designed to keep you enthralled with the antics of the "big boat" sailors.

I guess the big item on the agenda this month is the try out of a non-spinnaker class in our fleets. It seems that a bunch of people in the other fleets (**not** Keel A) have said that they would be racing out there if only they were able to race against others who also do not want to use spinnakers. In response, the AYC Permanent Race Committee has said "you figure out a way to identify yourselves to the Race Committee on race day, and we will see that you are scored separately. If it gets popular enough, we may make further changes."

Well, this seems like a reasonable way to see whether anyone **really** wants to race non spin. Therefore, those of you who **would** be racing **but** for the fact that you don't want to fly a spin on the weekends, should be out, beginning the next series, with your banner flying. Be sure to notify the Race Committee that you are racing non spin before the start. Check the Fleet Captains' report elsewhere in this issue to get the particulars on how to identify your boat as a non spin contraption.

Late flash. Our intrepid "ultralight" group (having absolutely nothing to do with their weight), led by the fully electronic Steve Vaughan, has captured second place in their class of the Texas Ocean Racing Circuit, which is run each year by the Galveston Bay Cruising Association. He actually placed first five times in the eight race series, and was edged out only by another displaced Keel A skipper, Rick Smith (ably assisted by a large group of Austin Keel A chiefs and indians). This is strong regional, offshore, class competition, and reflects well on the level of competition in Keel A at AYC. Heck, Steve can't win **here** unless the wind is -3 or less! Just kidding. Now Steve must spend some weeks getting all the sand and mildew out of his boat.

Everyone knows how the Governor's Cup turned out, since the results are elsewhere in this issue. However, I bet everyone is **not** aware of the result of the largest water balloon fight since the invention of same. On Saturday, since there was no wind, and since every one in the keel fleet had a lot of water (and balloons) to play with, and since kids will be kids, and since there was nothing else to do all day, we had one hum-dinger of a fight. Seen were funnellators, buckets, hand launchers, and boardings (to rape and pillage). It was not a pretty sight. But then, neither was the lake on that day. I think Walter won,

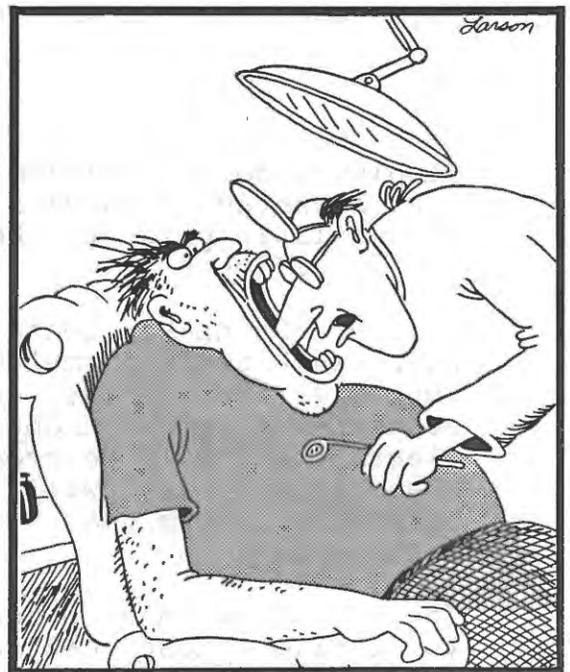
since his boat could go faster under power. Herb Duncan had so many buckets that if he ever caught you, you were, literally, sunk.

I hope everyone saw the A Fleet advertisement on the front page of the Austin American Statesman last monday.

The next event from LTCA is the now famous Boat Drinks Cruise, hosted by the Bernsteins and Paintons. We will be expanding on the theme a little bit, in order to (ahem) accommodate some of you people who can't imbibe with any class! This happens on August 26th. Be there.

By the way, Dennis is back and has figured out how to make his "half a cat" go upwind. Consequently, he won the Spring Series. Details on the rest of the finishers is elsewhere, so I won't go into it.

That's all the ramblings for now. Keep your powder dry.



"Good heavens, Mr. Farley, is that the end of someone's nose I see down there?"

# KEEL B

by Bob Goldsmith

## "B" FLEET NEWS

Observant readers have noticed that the first sentences of both of my two earlier Telltale articles contained the word "plague" (whoops - did it again). But speaking of plagues, the Gang of Four (Welles, Lott, Riha and Chambers) has been out in full force. While a full account of their trophy winning activities may be found elsewhere in this issue, suffice it to say that the rest of the fleet is contemplating sabotage or ratings changes as the only way to deal with these guys. Perhaps the most outstanding recent accomplishment by a Gang of Four member occurred during the Governor's Cup Regatta when Mike Chambers managed to take a fourth in both the spinnaker and non-spinnaker fleets. Mike is pretty talented, but we thought this was exceptional even by his standards. Actually, our guess is that Mike, who was flying a very evil looking new spinnaker, only raced in one fleet and that the double scoring was somehow related to the strange doings which appeared to be in progress on the committee boat. We only wish they had scored him third in both races so that he could have become the first sailor in AYC history to win two trophies in the same regatta.

Another soap opera around the fleet involved Joe Rymal/Warren Jones and their Hunter 30. Active racers will recall that this boat began its career this spring as a "C" Fleeter. An 18-second rating change put them smack in the middle of "B" Fleet, and we have enjoyed racing with them for the last series or so. Unfortunately, rumor has it that they are about to be rated into "A" Fleet next week and that, by next year, they will have been banished to racing against Cigarettes and Donzis between Miami and Nassau. Nice knowing

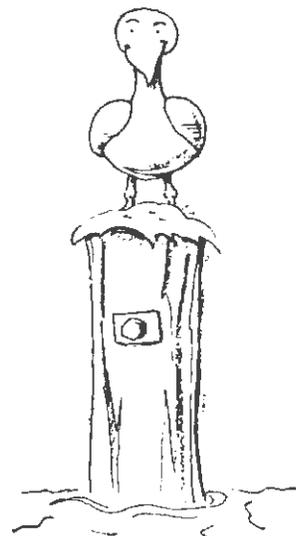
you guys - look out for the drug smugglers and don't buy any casinos from Merv Griffin.

And jeeppers, has it been windy or what? They once asked the famous Olympic sailor Paul Elvestrom what his favorite racing condition was. He replied, with an insane Danish twinkle in his eye, "A storm". On thinking about it, though, I decided he was right. My favorite condition for Elvestrom to race in is a storm. On the other hand, if I am paying the repair and medical bills, I would just as soon not get airborne every time we put up the chute. But no doubt all of that is about to change, and we will soon look back on windy days with real nostalgia.

### VERY IMPORTANT NEWS:

- Starting with the Summer Evening Series, the Keel Fleets will be running non-spinnaker classes in the series races. Yes, Virginia, now you will be able to compete in AYC series events without the expense and difficulty of a troop of trained gorillas to work the chute (or just regular gorillas for some of you boats).

- The Keel Fleet party has been set for August 26th. This is good news because it was discovered at a recent meeting of the Keel Fleet Board that the fleet is extravagantly, and unexpectedly, solvent. The planning committee for the party plans to rectify this situation by throwing an outrageous bash and making it free to Keel Fleet members. Be there!



Yo! That's right, you've got a new reporter. News tips, constructive criticism or suggestions are welcome.

The Spring Series has finished with trophies going to Trenton Wann for 1st, Bill Records for 2nd, John Vance for 3rd, Eddie Calogero for 4th and yours truly got 5th.

This series was marked by close finishes and better than average winds. Bill Records got a first place by one second and John Vance got a first place by five seconds. Also, the first four to six finishers consistently are within two minutes of corrected time with each other. Is this a tight handicap fleet or what? And is it just me or is this the windiest Spring ever? I'll check with NOAA and get back to you.

By the way, welcome back to the series races Golden Girl.

Did you notice that Bill Records at the time of this writing is still in the lead for Overall Keel Handicap trophy? For those who have raced against Bill, we know that is more than just a newly shaped keel. Right?

During Governor's Cup yours truly will at Rush Creek Yacht Club competing on J 24's in USYRU match racing for the Prince of Wales Cup. Should be exciting.

Hey, how about some more crew trophies for the series races? Not only are the crew's schedules more adversely affected in series races, but they work harder on series races than regattas. How about some recognition?

Tim

THE AUSTIN YACHT CLUB TEAM OF PAUL FOERSTER, JOHN BARTLETT AND MARK RYLANDER HAS CLAIMED VICTORY IN THE TEXAS YACHTING ASSOCIATION MALLORY CUP ELIMINATIONS. IN RACES HELD SATURDAY AND SUNDAY, JULY 8 & 9 AT AUSTIN YACHT CLUB, SIX TEAMS FROM ALL OVER TEXAS COMPETED IN J-22'S. THE AUSTIN TEAM, SKIPPED BY FOERSTER, OVERCAME OBSTACLES OF TIME, DISTANCE AND WEATHER TO BEST THE TEAM FROM HOUSTON YACHT CLUB SKIPPED BY JAY LUTZ.

FOERSTER HAD BEEN IN NEWPORT, R. I. JUST THE DAY BEFORE COMPETING IN THE J-24 WORLDS (HE FINISHED 3RD!!) DUE TO WEATHER DELAYS THERE, HE ARRIVED AT AYC AT 12:30 P.M. SATURDAY. THE RACES, SCHEDULED TO BEGIN AT 10:00, HAD BEEN POSTPONED DUE TO TYPICAL LAKE TRAVIS SUMMER MORNING DOLDRUMS.

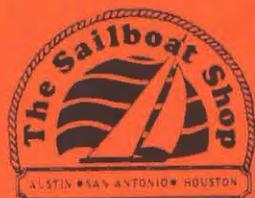
WIND FINALLY ARRIVED AND FOUR RACES WERE EVENTUALLY SAILED SATURDAY, TWO MORE ON SUNDAY. THE AYC TEAM WENT INTO THE FINAL RACE WITH A 1/4 POINT LEAD OVER LUTZ' TEAM. EVERYTHING WAS DECIDED IN THAT FINAL RACE AS OUR TEAM DID SOME TRICKY MANEUVERING AT THE START, CAUGHT SOME GOOD WIND-SHIFTS, HAD A FEW PRAYERS ANSWERED AND PULLED OUT A 3RD PLACE...GOOD ENOUGH TO CAPTURE THE RIGHT TO GO ON TO THE NEXT LEVEL.

THE TEAM WILL GO TO HOUSTON IN AUGUST TO COMPETE IN THE AREA "F" ELIMINATIONS (A 5-STATE REGION INCLUDING TEXAS, OKLAHOMA, LOUISIANA, ARKANSAS AND NEW MEXICO.) THE FINALS WILL BE SAILED IN SEPTEMBER...ALSO IN HOUSTON...ALSO IN J-22'S.

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