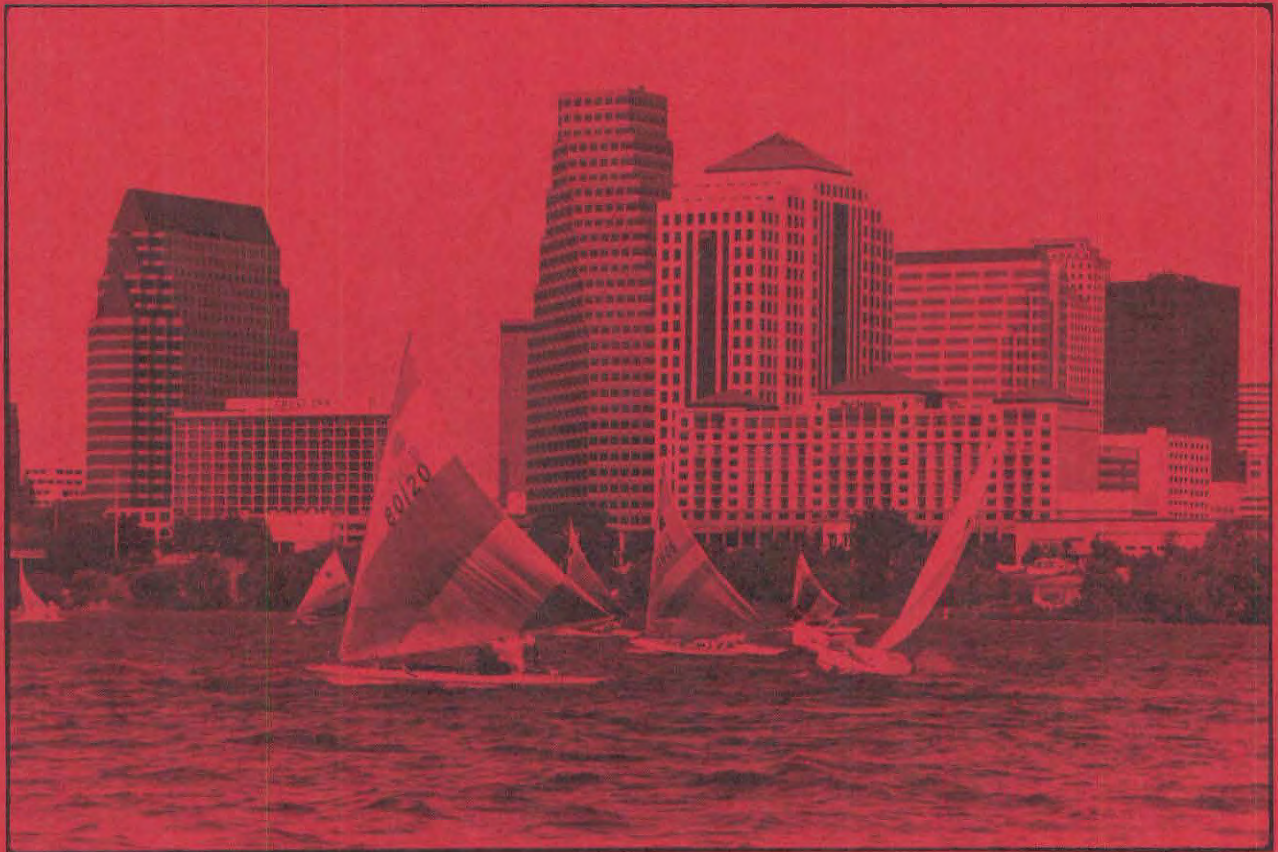
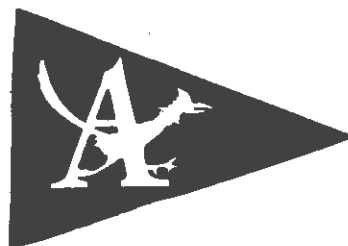


Telltale

A U S T I N • Y A C H T • C L U B



NOVEMBER 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

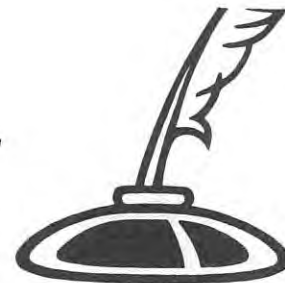
A Y C F L E E T C A P T A I N S

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

NOVEMBER 1989

From the Commodore _____



Time certainly flies when you're having fun! The results are in on the Fall Regatta, the Nominating Committee's report is due in a few days, and this is my last Telltale article as your commodore.

I'd like to use this space to thank the many people who have worked so hard and who have made this year so much fun for me. Uppermost, of course, is the Board of Directors who have been very dedicated and have taken seriously the challenge you offered them when you elected them last November. All the board have my respect and thanks for their hard work.

Our standing committees have also done a great job. The Race Committee has run races nearly every weekend in the full gamut of weather conditions from dead calm to blowing like stink, while new shoals and islands have emerged weekly. Meanwhile, the Harbor Committee has done an admirable job keeping our docks repaired and on the move as our lake levels have changed dramatically. They have also provided a lot of guidance in changing and upgrading the harbor rules. Our Building and Grounds Committee has set a new standard for appearance at the club. Things have never looked better. And the same can be said for membership. The Membership Committee has increased our numbers by 25. Nice work!

The success of our regatta and social schedule depends on many volunteers led by hard working chairpeople. This year we have enjoyed the benefits of capable people's diligent efforts. Our regattas and parties both seem to get bigger and better each year.

I have appreciated the efforts of our special committees. Our Safety Committee has helped us implement numerous changes to make our club a safer place. Our Insurance Committee has helped us put into place an expanded, more comprehensive plan for the club, while other committees have worked hard on our historical records, series trophies, relationships with the UT team, and coordinating our volunteers.

I'd like also to thank the Past Commodores who have served actively on a number of committees dealing with rule changes, planning and junior sailing. Their efforts have brought continuity and guidance borne of experience and are much appreciated.

Our summer camp and junior sailing program have proved to be some of the most successful programs at the club this year. The future of our club and our sport depends on our bringing new blood to it, and this year we accomplished much toward that end thanks to many hours of volunteer service by many people.

I'd like to thank the staff for their extraordinary efforts in a year of transition. Curtis and Brad have gone above and beyond whenever asked and have successfully assumed new responsibilities. Our new manager, Denise Wholey, has worked long hours to make the transition as smooth as possible and is receiving rave reviews. They deserve your thanks.

And my final thanks go to you, the members of this club, who have given me this opportunity to be your commodore. You have helped whenever I have asked, challenged me to accomplish your goals, made sure that the job was never boring, and thanked me in many ways for whatever contributions I have been able to make.

Terry Meyers

FROM THE EDITOR ...



TELLTALE STAFF

COMMODORE TERRY MEYERS
MANAGING EDITOR STEVE PERVIER
EDITORSKATHY PILLMORE & VICKI BREMER

SPECIAL CONTRIBUTORS

CHARLENE ALLAN, RYAN ERIC MINTH, KATHY PILLMORE, LENORE LOTT,
VICKI BREMER, NOT NECESSARILY TERI NELMS

(COVER PHOTO COURTESY OF BILL RECORDS --- '89 TOWN LAKE REGATTA)

FLEET CONTRIBUTORS

RUSSELL PAINTON, BOB GOLDSMITH, TIM VICKNAIR, PHIL SPLETTER,
BILL SMITH, PAT FEAGIN, MEL KUNZE, TERI NELMS, FRED SCHROTH,
VIC MANNING (The Silver-Tongued Lizard)

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SOCIAL



by Charlene Allan

Get comfortable folks, this is going to be a long one with four functions to report on. Family Day was September 2nd, and Annie and Charlie did a great job organizing it and we had a nice turnout. Annie had lots of good food and drinks and the weather was wonderful. Patti Meyers was in charge of all the games and the kids and adults had a blast. The kids got to throw water balloons at their parents and see who could spit water melon seeds the farthest. Big winner was Eric Creamer. Following close behind was Alex Meyers, David Boucher, Dustin Weller, Travis Weller & Neil Balfour.

Our egg toss was won by 1st place Travis & Pam Weller, 2nd place Margaret & Elizabeth Sowers & third place Bruce McDonald & Jill Porter. Our knot tie and swim marathon was in four age groups. Age 6, 1st place was Lindsey Allan, 2nd place Elizabeth Sowers. Age 7, 1st place Shelby McDonald, 2nd place Philip Sterns. Age 8-10, 1st place Louisa Preston, 2nd place Jonathan Cox. Age 11 and up, 1st place-Johanna Preston and 2nd place Travis Weller. Our Fishing Tournament was headed up by Claudia Foster and two fish were caught which gave us two winners: Alex Meyers & Richard Musselman. Congratulations to all our winners!

Bonnie Tobin & I chaired the Fiesta de la noche Mexicana Sept. 23rd and we had 153 AYC party animals come in prime form. Thanks again to our flower makers: Nancy Johnson, Jane Frederick, Claudia Foster, Patti Meyers, Claudia Mussleman, Shirley Slaughter Anne Elzey, Marti Shirey and Cheryl Pervier.

I hope you didn't miss our gazebo outside by the swimming pool made for the band. Bonnie and Ron spent many hours making it along with 3 beautiful street carts we used to serve chips and hot sauce out of. Walter painted a pink cadillac which went in front of our Cadillac Bar. Bonnie, Ron, Walt & I worked three hours Fri. night erecting the gazebo and beautiful lights which went around the entire area including the fence around the pool only to wake up Saturday morning to 45° and hurricane winds. We immediately went to Plan B: indoors. To our surprise at 9:00 Sat. morning when we walked into the club to start decorating there were 30-40 UT sailors laying around waiting for the winds to die down to race their regatta. At this point I started questioning the higher up with "hey I went to church last week, what's up?" Tom Romberg & John Mandell after an hour showed up and calmed us down and said to give them five minutes for a skipper meeting and they split. After decorating from 9:00 to 6:00 we said.. "Let's party, it's got to get better." It definitely did.

(Social Report Continued... Are you asleep yet?)

The meriache's played from 7:00 to 9:00 without the trumpet we were suppose to be paying \$50.00 extra for, while the caterers served downstairs, where their flames wouldn't stay lite to keep the excellent Mexican food hot.

Some fortunate 25 or so people were lucky enough to learn the hand jive (so their teenagers could see how really cool they are). While another large group lined up to show singlely how talented they were at dancing. We also did the Mexican hat dance that never stopped. ha So, if you didn't make it, sorry, I told you you'd be sorry to hear what you missed. Thank you door greeters, Bob and Carol Tesch & Eric and Robbie Nelson.

Thank you Bob Kier for shooting slides for us, he's always there when you need him. A big thank-you to our decorators and bar tenders, and most of all to Bonnie for all the worrying and many hours she puts into a party organizing. Also Denise was a great help with her happiness to help you for the fifth call in one day to help with anything she could. Lastly to Curtis for staying till 2:00 cleaning up so the clubhouse looked brand new Sunday morning.

Our Fall Series Buffet chaired by Jennifer and Richard Fadal and it was a huge success. They did a wonderful job. They served spagetti, salad, bread, beer and tea and fed 119 people. It was delicious and we greatly appreciate you working so hard.

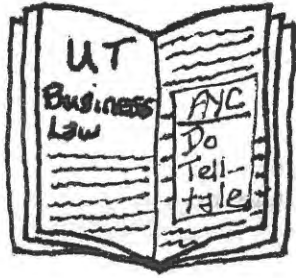
The Winter Series is right around the corner on Nov. 19th, chaired by David & Beverly Brenner. They'll have lots of yummy chilli with all the trimmings. Hopefully it will be a nice cool day for eating it.

Before the next telltale comes out will also be our stupendous annual banquet chaired by none other than Kathy Pillmore once again. Anyone that made it last year knows how fun it was and the theme this year is "Laissez le don temps rouler" (Let the good times roll!). Don't miss it on Dec. 9th at the Raddison.

The AYC Social Reception for the "above and beyond" champion sailors will be Friday, November 17, at 8 p.m. Watch for more details to come by Flora McClung.

OK, you can quit reading now. Thank you if you made it through.
HAPPY SAILING!!





The Collegiate Report

by Ryan Eric Minth

It's been a long time since the last report and I know I made some promises about increasing the frequency of these deals but Unfortunately this one doesn't promise to be as entertaining as the last one either. So anyway, for what it's worth here are some lies and inaccurate descriptions of what's been going on over the last, well . . . never mind. They're not even in chronological order. I deserve a break. It's 11:10pm the day before the "Telltale" deadline and I have a Business Law test TOMORROW that I should start studying for AND a management case study due almost a week ago that I need to get around to. Now that everyone knows where my priorities are please don't tell my parents. Here goes

- * Eric Faust sailed to a tenth place finish at the I.C.Y.R.A. Singlehanded Championships (Lasers) held in New London, Connecticut. He said, "It was cold."
- * U.T. placed sixth at the Sugar Bowl Regatta (F.J.'s). In 'A' division, Peter Merrifield with crew Bridget Young was third. Eric and crew Suzanne Borg placed eighth in 'B' division.
- * The Douglas Cup Qualifier (match racing) for the 1989 regatta was held twice because of strong winds during the first attempt. Strong winds blew Ryan Minth and crew Mike Teleha and Bill Strieber to a few early round wins. However, it was the crew work of Bridget Young and Dave Park that carried U. T. to the finals. Alex Ascencios of Tulane proved to be too much for Texas and the rest of the colleges in this hemisphere as he won the Douglas Cup later in Long Beach, California. (The qualifiers were held at Rush Creek Y. C. in J/24s the first time and continued in Merit 25's)
- * More recently, the Douglas Cup Qualifier for 1990 was hosted by Pontchartrain Y.C. (J/24's). This time Ryan took Chris LaGraize and Ravi Subramanian. Second. Again. Always a bridesmaid
- * The Nelson Rolseth Regatta is held in New Orleans by Tulane during Mardi Gras (F.J.'s). U. T. finished 5th.
- * The Long Horn Cup (team racing in 420's) hosted by us here at A. Y. C. was won by A & M. We placed second.
- * A S.I.E.S.A. qualifier (420's) held by Spring Hill was won by Tulane. Eric with crew Angelina Rotelli placed third in division 'A' while Ryan and Bridget placed second in 'B'. David Shockey sailed the Laser division, and received second. We were second overall.

- * Ryan and Bridget travelled to Mobile, Alabama for the S.E.I.S.A Singlehanded Qualifier (Lasers). Up to four boats from each school may enter. This was one of the most difficult fleets that this regatta has seen in years. The wind strength varied, the rain never let up. Eighth and eleventh, respectively.
- * U. T. finished third at the S.I.E.S.A. Sloop Qualifier held in J/22's at Southern Y. C. in New Orleans. Ryan with crew Bridget and Craig Plocica faced conditions ranging from flat and light to blowin' and waves with five foot faces.
- * The McCarthy Cup (team racing) hosted by us was won by A & M. We were second.
- * Bridget is new team captain.
- * Bridget's boyfriend happens to be the 1987 collegiate sailor of the year from the U. S. Naval Academy and is now (and I say prayers of thanks for this daily) the coach of the U. T. Sailing Team. We welcome Rob Hallawell.



ROADRUNNER REGATTA RESULTS

Sunfish Jr. (19 boats)

1. Bruce Mahoney, LWYC
2. Hugh Mahoney, LWYC
3. Will Stout, LWYC
4. Ryan Mims, LWYC
5. Charlie Neuhaus, TCYC

Sunfish Novice (7 boats)

1. John Morris, HYC
2. Glenn Callahan, HYC
3. Rebeka Lien, AYC
4. Joe Erickson, AYC*

Sunfish Sr. (7 boats)

1. Tie Banks, HYC
2. Rett Dean, LWYC
3. Mike Dodge, LWYC

Lasers (12 boats)

1. Marc Schneider, LWYC
2. Marcus Maher, HYC
3. Jason Rucker, LYRA
4. Sean Nunes, HYC

420's (3 boats)

1. John Grubbs, RCYC
2. Katie Henderson, AYC**

Optimist Prams (4 boats)

1. Michael Dunn, RCYC

* = AYC Jr. Camper
 ** = AYC Jr. Counselor

FALL REGATTA '89



Well, the 1989 Fall Regatta is history. We had a good turn out, great help, warm weather, but no wind. 100 boats registered and 99 raced. Fortunately we had plenty of beer on hand. I've never noticed it before but I think there's a direct relationship between LIGHT AIR racing and HEAVY BEER consumption.

And the winners are:

Capri 14.2 (6 boats)

- 1st. - Steve Shepardson
- 2nd. - John Welch
- 3rd. - Anne Ellzey

Catalina 22 Spinnaker (5 boats)

- 1st. - Steve Pervier
- 2nd. - Steve Frederick

Catalina 22 Non-Spinnaker (7 boats)

- 1st. - John Karlovich
- 2nd. - David Moore
- 3rd. - Howard Shirey

Catalina 25 (5 boats)

- 1st. - Stephen Knetig
- 2nd. - Mike Allen

J-22 Non-Spinnaker (5 boats)

- 1st. - Rick Sharp
- 2nd. - Steve Brown

South Coast 21 (5 boats)

- 1st. - Bob Freeman
- 2nd. - Ray Shull

CB Handicap (12 boats)

- 1st. - Don Whaley (E Scow)
- 2nd. - Craig Tapley (505)
- 3rd. - Grant Wolfe (Harpoon 5.2)
- 4th. - Robbie Robinette (505)

Keel - A (6 boats)

- 1st. - Doug Kern (Ross 930)
- 2nd. - Steve Vaughan (Olson 30)
- 3rd. - Bob Tesch (J-29)

Keel - B (8 boats)

- 1st. - Tom Lott (Lindenberg 26)
- 2nd. - Mike Chambers (Olson 25)
- 3rd. - Ehrhard Suderman (Benetau 30)
- 4th. - Carl Morris (Merit 25)

Keel - C (13 boats)

- 1st. - James Henrickson (Holder 20)
- 2nd. - Kurt Carson (Holder 20)
- 3rd. - Eddie Calogero (San Juan 7.7)
- 4th. - Mark Johnson (Santana 525)
- 5th. - Bay Peterson (Catalina 27)

Keel - D (7 boats)

- 1st. - Tommy Kozlowski (Ensign)
- 2nd. - Doyle Johnson (San Juan 24)
- 3rd. - Bill Records (Pearson 26)

Keel - E (12 boats)

- 1st. - Tim Vicknair (Spirit 28)
- 2nd. - Vern Harris (Hunter 26.5)
- 3rd. - John Durfor (San Juan 7.7)
- 4th. - Tom Blair (Hunter 28.5)

Keel - F (5 boats)

- 1st. - John Vance (Pearson 26)
- 2nd. - Charlie Musta (Pearson 26)

Keel - G (5 boats)

- 1st. - Tom Cummings (Irwin 25)
- 2nd. - Jim Smith (San Juan 21)

Thanks to Howard and Martie Shirey who did a super job running registration. Howard's DBIII program was wonderful.

Thanks to Steve Cauffman for helping with the regatta flier and ordering the T-shirts and hats. Leave it up to Steve to figure out a way to get two hats for the price of ONE!

Thanks to CAPITAL CITY BEVERAGE for donating two free kegs of beer. Bob Lakin was very generous and agreed at the beginning of the year to have CAPITAL CITY BEVERAGE sponsor all of our regattas. Thanks Bob; all that free beer sure comes in handy when the wind doesn't cooperate.

Thanks to HIDALGO sunglasses for donating the 15 pair of free sunglasses. These were given away as door prizes Friday and Saturday night. All early registrants were eligible to win. This worked out to about a one in four chance of winning.

Thanks to Denise, Curtis and Brad. Working with them this week-end made me realize how valuable they are to the club and how fortunate we are to have them on the AYC staff.

Thanks to Claudia Musselman for the great barbeque, Claudia Foster for the DJ, Cheryl Pervier for the caffiene and sugar and the C-15's for the great 'dogs.

And last but not least, a BIG thanks to Mary Lynn Painton, Steve Spademan and their RC volunteers for working so hard to get races off in somewhat less than ideal conditions. Those of us who have tried to run races in light air on lake Travis can truly appreciate the great job they did.

20th Annual

LAKE TRAVIS CRUISING ASSOCIATION



**&
AUSTIN YACHT CLUB**



Overnight Navigational Race

November 11th

***Call:* John Saunders 346-1929**

Gary Cooper 441-1078

AYC 266-1336

FALL SERIES RESULTS

Centerboard/Portsmouth

1. John Welch, Capri 14.2
2. Pat Manning, Sunfish
3. Bob Jones, Capri 14.2
4. Francis McIntyre, M-20
5. Craig Tapley, 505
6. Gary Cooper, Sunfish
7. (Unknown), Laser
8. Tom Gunderson, M-20
9. Bruce Foster, Sunfish

J-24

1. Dave Broadway
2. Jim Swanzy
3. Wil Smith
4. Bob Kieras

Catalina 22

1. Steve Pervier
2. Bill Morack
3. Calin Popescu
4. Walter Allan
5. Joe Roddy
6. Bill Word
7. Bob Mathison
8. Howard Shirey
9. Ron Howard
10. Steve Frederick
11. David Moore

Keel C, Spinnaker

1. Eddie Calogero, SJ 7.7
2. Bay Peterson, Cat. 27
3. Dave Wahlberg, Kiwi 24
4. Trenton Wann, SJ 7.7
5. Bill Records, Pearson 26
6. Doyle Johnson, SJ 24
7. John Vance, Pearson 26
8. Doug Laws, SJ 7.7
9. Charlie Musta, Pearson 26
10. Anne Ellzey, Pearson 26

Keel B, Non-Spinnaker

1. Tim Vicknair, Spirit 28
2. Linda Golden, SJ 7.7
3. Mark Bradford, S2 7.3
4. Jim Smith, SJ 21

Coronado 15

1. Claudia Foster
2. Kirk Livingston
3. Scott Craven
4. Jonathan Davis
5. Bill Smith
6. Unknown (#3481)
7. Bob Musselman

Ensign

1. Frans Dahmen
2. Harold Neel
3. Clift Price
4. Dan O'Donnell
5. Tom George

Keel A, Spinnaker

1. Bob Tesch, J-29
2. Mike Mayfield, Olson 30
3. Steve Vaughan, Olson 30
4. Dennis Awbrey, Hobie 33
5. Russell Painton, J-29
6. Dave Balfour, Ross 830
7. Terry Meyers, J-29
8. Gail Bernstein, J-29
9. Ed Radzik, Capri 30
10. Rob Allison, Etchel 22

Keel D, Spinnaker

1. Bob Pillmore, Ranger 22
2. Max Rockoff, Santana 25
3. Hal Hayden, Cat. 25
4. Perry Weller, S2 7.3
5. Ken Roehrig, SJ 25
6. Mark Bradford, S2 7.3
7. Hal White, Cat. 25

J-22

1. Mark Rylander
2. John Saunders
3. Doug Woodward
4. Greg Schertz
5. Craig Holmes
6. John Mack

South Coast

1. Danny Lien
2. Bob Johnson
3. Ray Shull
4. Duane Dobson
5. Pat Feagin
6. Bud Boucher
7. Bob Freeman

Keel B, Spinnaker

1. Claude Welles, Cal 9.2
2. Frank Riha, Cal 9.2
3. Mike Chambers, Olson 25
4. Kurt Carson, Holder 20
5. Jim Henrickson, Holder 20
6. Erhard Sudermann, Ben. 30
7. Unknown, Holder 20 #71

Keel A, Non-Spinnaker

1. Mark Johnson, San 525
2. Tom Blair, Hunter 28.5
3. Bob Goldsmith, Hunter 28.5
4. Terry Johnston, Merit 25
5. Steve Wolford, Hunter 31
6. Skip Newsom, SJ 28
7. Joe Rymal, Hunter 30



BELOW & BEHIND

Not Necessarily by Teri Nelms

Update: PETE SHOUGH is still in Italy acting as chief house husband in charge of DISHES AND SILVERWARE.

JOHN SAUNDERS is still working on the bottom of his J-22. Of course it still is not finished. He plans to go job hunting when he has finished the boat.

ERIC NELSON is going to be harbor sap for another year. Rumor has it that he is going after the seventeen year stint as building and grounds by HAP.

HANK KLEESPIES has lost his private phone and office space at Texas University. He claims that it is not a real setback because he can watch the bowheads better from his hallway desk.

JOHN BARTLETT is now chief scizzor sharpener for BARTLETT SAILS.

Former AYC member JIMMIE FONTENOT has hired a new person to trim excess threads off finished sails. GREG GARRETT won the job over thirty-two other applicants.

FRED SCHROTH has been put in charge of the abrasives stockroom at Schroth Fiberglass. This means that he no longer has the responsibility for overseas product development.

TOOTING MY OWN (if I am TERI NELMS) HORN:

TERI NELMS is engaged to be married. There will be no comment here just in case I am not TERI NELMS.

LEFT BEHIND AND LIVING BELOW DECK ...

Know of anybody who has lost his job or been tossed out of the house? Send in your stuff to BELOW AND BEHIND.

AI's

FORMAL WEAR

can help to make
this year's
Annual Banquet
extra special...



Take
\$15.00
off any rental

CENTRAL

2828 Guadalupe (free parking) 472-1697

SOUTH

1818 W. Ben White @ Manchaca 443-6980

NORTH

9070 Research @ 183 451-0281
(Crossroads Shopping Center)

NORTHEAST

2422 Highland Mall 458-1249

Highest Quality

LOWEST PRICES

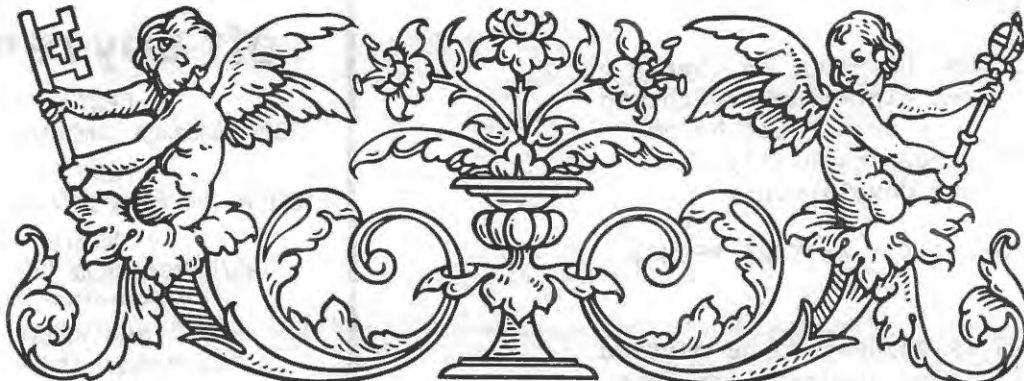


by Lenore Lott

Edith White, honorary member of the Austin Yacht Club and Lake Travis Cruising Association, passed away at her home in Austin on April 6, 1989. She was preceded in death by her husband Max in 1975 and is survived by two daughters, Linda Bartlett of New Orleans and Shelley White of New York, and two grandsons.

Edith and Max maintained dual memberships in both LTCA and the Austin Yacht Club. They were active in both organizations and contributed significantly to the promotion of safety and seamanship on Lake Travis. LTCA awards the Max White Memorial Seamanship Perpetual Trophy each year to an individual exhibiting the most seamanlike response under emergency conditions or who has contributed to the promotion of safety on Lake Travis. The Austin Yacht Club awards the Max White Memorial Trophy to the senior member for exceptional service to the club. Edith and Max are also responsible for donating and erecting the flagpole at AYC in 1973.

Edith served many years on the Board of Directors for the Austin Campfire Girls and the YWCA. She conducted nature studies for the summer day camps for both the Boy and Girl Scouts and also was known to guide nature trail hikes on LTCA weekend cruises. Edith enjoyed the outdoors and loved nature. She was keenly aware of the environment and influenced all who knew her to be more aware of the world around them. She is missed by all who knew and loved her.



The Mallory Cup Comes Home!

September 25, 1989

The venue was the Houston Yacht Club on the shores of Galveston Bay. The event was the national finals of the 1989 men's team championship....The Mallory Cup. Unlike the America's Cup, this prestigious award has had several yacht clubs to call home, but it seems the Austin Yacht Club...an obscure little sailing club on an inland Texas lake...has had the honor of hosting the "Cup" three out of the last five years! Those coastal water sailors are beginning to set up and take notice of the "training" provided by the unpredictable lake winds that turns out "superior" sailors.

This year's finals were sailed over a 5-day period, 12 races in all. Nine geographical regions were represented, from Pacific International to Southern Massachusetts, and not a slouch among them.

The AYC team was skippered by **Paul Foerster**, a UT graduate and former UT team sailor; with crew work provided by soon-to-be-famous local sailmaker, **John Bartlett**; and the guy with the dyed-to-match J-24, **Mark Rylander**. And what a team!

After five days of intensive sailing the Foerster J-22 was in second place and needed to get one boat between them and the first place boat skippered by Paul Duane from the Southern Mass. region.

The details of that final race are as exciting as any world-class meet. The Foerster team was leading the race by a decent margin but realizing they needed a boat between them and the Duane team, they waited for the fleet to catch up, then put that boat between them and the "yankees". They then covered to the finish, taking the bullet and the 3/4-point margin they needed for all the marbles. Learning only later that they finished just a little over a minute before the time limit expired!

Austin Yacht Club is truly fortunate to have this calibre of representation major sailing events. And as often as AYC teams bring home the awards, its a representation to be reckoned with.

Congratulations Paul, John, and Mark. We're proud of your efforts and the fact that you call AYC home!

FINAL RESULTS

Paul Foerster, Texas (Area F)	30.00 pts.
Paul Duane, Southern Mass.	30.75 pts.
Talbot Ingram, New Jersey	35.50 pts.
Tom Burton, Inland Lakes	36.50 pts.
John Lovell, South Atlantic	50.00 pts.
Doug McLean, Southern California	50.00 pts.
Mike Sherlock, Pacific International	54.00 pts.
Doug Meyhoffer, Eastern Connecticut	56.00 pts.
John Kerst, Interlakes	61.00 pts.



NOMINATING COMMITTEE REPORT

Austin Yacht Club

Presented October 26, 1989

The Nominating Committee consisting of Claude Welles, John Mandell and Trenton Wann, according to the By-Laws of the Austin Yacht Club, presented the following names to serve as Officers of the Club for 1990.

COMMODORE GAIL BERNSTEIN

VICE COMMODORE BOB TESCH
Regattas, TYA Representative, Audit

RACE COMMANDER MARY LYNN PAINTON
Race Committee for Regattas and Series
Races, Marks, Committee and Rescue Boats

BUILDINGS AND GROUNDS COMMANDER BRUCE FOSTER
Clubhouse, Cabins, Pool, Grounds Landscaping

SECRETARY STEVE VAUGHAN
Minutes, Directory, Handbook, Telltale

TREASURER KEITH LACKEY
Finances, Billings, Budget

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Docks, Dry-Sail Area, Trailer and Cradle
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Photos of the Year Gone By



Life in Paradise

by Vicki Bremer

What started out as a 3-month "retirement"/working vacation in St. Thomas turned into an adventure that was interesting to say the least. And although we came home poorer, paler, and pooped, I wouldn't have missed it for anything. Adapting to the easy-going pace of the island folks was easy; trying to remodel two condos, have time for sailing and fun, and working the aftermath of Hugo was not. I almost hate to admit we spent 3 months in Paradise and never went sailing and only went to the beach twice (not counting our post-Hugo baths with our bottle of Joy). Jack did spend a day on MISSY, our Morgan 38 with Second Wind Charters in Compass Point on the east end of the island. He installed a fiddle on the chart table and fondled all her curves with SoftScrub. (And he thought I didn't know about the "other woman" in his life.) While Jack was "working," I talked the Second Wind owners into giving our AYC friends a sizable discount on chartering so that more of you could experience Caribbean sailing -- the best! -- on a Morgan 38. And that was before Hugo!

One of the things I liked best, not counting the "hunks" imported courtesy of the U.S. Navy every once in a while, was becoming a "local." Although I never got the island "twang" quite right, I did get to know many store managers by name; the taxi drivers no longer asked me if I needed a ride to the ship, and I could cut in and out of that left-hand-side-of-the-road traffic with the best of them. Finding bargains became a full-time occupation especially when we had two condos to remodel and furnish. I found places that sold 1/4-inch straight router bits or 6 1/2-inch saw blades when Jack couldn't find them at the local lumber/hardware stores. The local Woolworth's, reminiscent of the small town Woolworth's of the 50's, proved to be my secret source for many strange or hard-to-find items. And Jack was very surprised at the high quality of lumber, imported from Brazil, at prices not much higher than our own Builder's Square. Our rented Mitsubishi Mirage, with cardboard protecting the roof, carried all the lumber we ever needed and traveled those hilly, mountainous roads quite well despite the heavy loads.

The summer weather was rainy and muggy some of the time which introduced us to the dreaded MILDEW. Our duffle bags smelled; our hand-washed clothes took forever to dry, and the sofa cushions needed a serious cleaning. We learned that once the mildew turns black, it's too late to do anything. But the perfect days in Paradise certainly outnumbered the bad and made us wish we had more time to play. Next time ...

Buying groceries was always interesting. We could see the

container ships dock (remember, EVERYTHING is imported on the island), but we never knew what they were delivering. Sometimes the stores were out of peanut butter or some other staple, so meal planning was always a last-minute deal. Although the prices were quite a bit higher on some items -- e.g., 64 oz. of Tropicana O.J. is \$2.06 at Sam's and \$3.99 in St. Thomas -- most of the prices were about 25% higher than state-side which is what you can expect for everything in general. We could almost always buy those namebrands we use here. And most of the produce and meats were equal to or better than what you can buy here. The chicken and fresh tomatoes on the island are the best-tasting ever. And I had some of the best canteloupe I've ever had.

Texas is never far away on St. Thomas because of the extremely active Texas Society on the island. We missed one of their special chili cook-offs on Brewer's Beach to benefit one of the local old folks' homes. One Texan I tried to find was one of our Past Commodores, Mike Kuich. When I was actively writing (sorry about not doing that lately!) the history of AYC someone told me he thought Mike Kuich was somewhere in the Caribbean. So on one of my trips I started asking around and found out he was in St. Thomas. On this trip I read an article about the moon eclipse which quoted a Jean Kuich on the boat STARGAZER whose hobby was astronomy. Somewhere in my memory bank I remembered Mike Kuich's wife was named Jean. But I never got to investigate further. One of these days I will ...

The people we met fit into two categories: (1) THE BEST and (2) !\$%&*^! jerks. Why should St. Thomas be different from Anytown, U.S.A.? And sometimes the tourists could be the biggest jerks of all. About two weeks after Hugo hit, I was walking the waterfront (no, I wasn't "soliciting!") looking for a working ATM to get some much-needed cash. Some stores were still pumping out ocean water; one store was gutted by fire; a couple of 50+-foot yachts were laying on the seawall near the street, and it was pretty obvious some major devastation had occurred. When I heard one tourist say, "This place sure stinks," I wanted to shout in her face, "What do you think just happened here lady? A 150-mph ocean breeze?" It takes all kinds I guess.

But there were the nice ones too, especially the people we worked beside after Hugo. The condo maintenance man was a wonderful, hard working native from the island of Montserrat who became our very dear friend. And because he was the only handyman with tools, besides Jack, to help people repair their roofs and windows, he was constantly bombarded with some of the



silliest requests you've ever heard. Some people whose condos only had a broken louver were demanding service when some condos were missing walls and windows and even doors. One day he and Jack were walking to another repair job when someone came up with one of those silly requests. John Ryan, the handyman, just shook his head in disgust after this person left and put his hand on Jack's shoulder and said, "They're not like us." And there they were: Salt and Pepper, but bonded in the most important way -- human compassion. Jack will never forget that moment. And John will be a friend forever.

When people ask me, "How was Hugo?", my first thought is, "You just can't imagine what 150-mph winds can do until you've experienced it." We were forewarned about the dangerous winds, but there was only so much anyone could do to prepare for that kind of disaster. We stocked up on drinking water, canned foods and candles, but had no idea we'd have to live like that for weeks and weeks. And most of the people there still have no electricity or running water. The day before the storm we drove over to Compass Point and readied MISSY and other boats as best we could. After returning to the condo, we watched hundreds of boats sail over to Hurricane Hole in Culebra, an island west of St. Thomas, where they thought they would be protected. But nothing could protect them from the 200-mph winds that hit them after destroying most of St. Croix, an island 40 miles south of St. Thomas. We heard that the St. Croix Yacht Club had 150 boats before the storm and had only 2 left after Horrible Hugo. According to one of the marine surveyors who went to Culebra to start estimating the damage, more than half of the 254 boats there were totally destroyed, 7 people were still missing, and only 45 of the remaining boats had insurance. The harbor we could see from our living room started with 41 boats when Hugo hit at about 8 p.m. on Sunday, Sept. 17. Monday at daylight when the storm was still raging we counted only 2 boats still at anchor. Some were swept out to sea; some sank, and some littered the shoreline of Water Island. One body was found on the beach of Water Island but we don't know if it was one of the people anchored near there or not. At about 10 a.m. Monday the worst of the storm passed, but the devastation left by Hugo will be remembered forever.

When I took my first step out of the condo after the storm, with camera ready to record the devastation, I could do nothing but gape at the rubble and confusion. What was once a beautifully landscaped and well-cared for area around the condo was a mass of fallen trees, downed wires, crushed cars, and barren foliage. Roofs littered the area, surrounding homes were either half gone or all gone but the cement foundation.

Stunned people everywhere could say nothing but "Oh, my God." I never could make my fingers press the camera button; it was all too horrifying. But after the initial shock work parties were formed to clear the roads. Roofs had to be repaired; gaping holes had to be boarded up, and people wanted to check on loved ones in other parts of the islands. With no communication except for one local radio station, that proved to be very difficult for many days. But people rallied together and did amazingly well considering the circumstances. We had community barbecues to empty our refrigerators of food that was going to spoil. So we were actually over-fed those first couple of days. Then started the canned food routine; the bucket brigade to the swimming pool for toilet flushing, and the c"brrr"old sponge baths in the tub if you were lucky enough to have saved some tap water for bathing. We didn't have access to the cisterns for almost a week so bathing/dish washing was a luxury we savored carefully. Our condos suffered minimal damage, but when we were finally able to get out to Compass Point to check on MISSY we found her in the mangrove trees, severely damaged but repairable. Her rigging remained intact except for the furling gear which was broken when the crane removed her from the trees. Her stanchions and pulpits were destroyed as well as the cap rails and jib tracks. She'll also need some fiberglass work, but nothing that can't be fixed to make her as seaworthy as she once was. We were very lucky. Out of the 15 boats in Second Wind's fleet, 3 were totaled, 2 were right on the edge of being totaled by the insurance people, 2 had minimal damage, and the rest were severely damaged. The VINI (Virgin Islands Marine Industry) organization rallied the boating people together to try to get the charter businesses and private boat owners as much help as possible. Federal grants are available as well as small business loans which will be needed to get some of these people back in business again. They won't go down without a fight!! And the rest of the island is rallying back too. It'll take more than a "Hugo" to break the spirit of the islanders. They'll be coming back stronger and better than ever. Just give them until about December to get back in full swing again. Some of the charter businesses are already in business and will provide the same excellent service they always have.

Our working vacation was a wonderful experience despite Hugo. But we will admit to missing Austin and all our friends at AYC. And we can't say enough THANK YOUS to folks like Pat and Vic Manning who catsat our geriatric Puddys; to Kathy and Bob Pillmore who boatsat FELICITY and ALL NINE, and to Jim Deeter who kept our mail coming. Paradise was wonderful, but we're glad to be HOME.

KEEL FLEET CHAMPIONSHIP

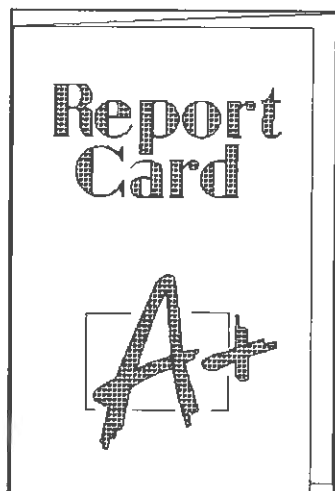
AVERAGE PERCENTAGE SCORE STANDING OF TOP 25 RACES FOR KEEL BOATS (INCLUDING NON-MEMBERS OF KEEL FLEET)



RANK	SKIPPER NAME	# OF RACES	AVERAGE PERCENTAGE SCORE	RANK	SKIPPER NAME	# OF RACES	AVERAGE PERCENTAGE SCORE
1	TESCH. BOB	25	85.57	46	HENRICKSON. J	8	16.58
2	CALOGERO. EDDIE	24	83.82	47	JOHNSON. TYE	11	16.47
3	RECORDS. BILL	24	77.51	48	LIEN. DANNY	4	16.00
4	WELLES. CLAUDE	21	76.96	49	HDC RACE 3	8	15.85
5	CHAMBERS. MIKE	24	60.55	50	SMITH	8	15.72
6	AWBREY. DENNIS	21	59.16	51	SLAUGHTER. S	7	15.57
7	VANCE. JOHN	17	56.37	52	WOLFORD. STEVE	12	15.35
8	MEYERS. TERRY	19	55.60	53	HALL. LARRY	4	15.06
9	PILLMORE. BOB	14	51.70	54	ANDERSON. LEO	7	14.85
10	PETERSON. BAY	20	51.43	55	MCCLUNG. MIKE	5	14.84
11	HARRIS. VERN	17	41.42	56	FEAGIN. PAT	4	14.54
12	MUSTA. CHARLIE	17	41.37	57	DUNCAN. HERB	7	14.17
13	HAYDEN. HAL	17	40.77	58	WARREN. BYRON	9	14.03
14	VAUGHAN	15	40.46	59	COOPER. GARY	15	13.85
15	LOTT. TOM	11	40.13	60	GOLDSMITH. BOB	11	13.42
16	FAINTON	12	36.56	61	HENNIGH. STEVE	4	12.50
17	BROWN. STEVE	9	36.00	62	PORTER. GREG	4	12.00
18	ROCKOFF. MAX	18	35.20	63	SPLETTER. PHIL	4	11.87
19	MAYFIELD. MIKE	18	34.81	64	FARMER. ROBERT	10	11.83
20	RIHA. FRANK	13	34.48	65	RADZIK. ED	13	11.37
21	DEETER. JIM	12	34.42	66	NEEL. HAROLD	3	11.33
22	CARSON. K.	13	34.31	67	MCDAVITT. LINDA	3	11.00
23	HDC RACE 3	12	33.63	68	WELLER. PERRY	8	10.80
24	SUDERMAN. E.	17	32.73	69	SMITH. ROY	3	10.80
25	CUMMINGS. TOM	12	31.54	70	KERN	3	10.67
26	DWYER. WALT	12	31.47	71	BYRUM	6	10.52
27	BERNSTEIN. GAIL	21	31.27	72	MCDONALD. GEO.	4	10.47
28	BLAIR. TOM	20	30.83	73	POWELL. JAMES	5	10.46
29	BALFOUR. DAVE	15	29.13	74	HENDERSON. DAVE	4	10.40
30	WAHLBERG. DAVID	10	29.08	75	MANDELL. JOHN	3	9.91
31	GOLDEN. LINDA	18	27.98	76	EKBERG	6	9.46
32	JOHNSON. D.	10	24.04	77	DURFOR. JOHN	3	9.27
33	WILLMAN. BRUCE	8	21.68	78	WHITE. HAL	6	9.18
34	SPADEMAN. STEVE	12	21.29	79	TYE. DENNIS	4	8.77
35	BURDGE. GARRY	9	21.21	80	ZAGST. WALTER	3	8.62
36	FRELS. PAUL	10	20.47	81	DUPLICATE	3	8.50
37	RATLIFF. LARRY	8	20.32	82	BROADWAY. DAVE	3	8.36
38	WANN. TRENTON	6	20.16	83	HDC RACE 3	7	8.30
39	BOWDEN. BARRY	5	19.60	84	ROY. DIETER	8	8.18
40	CHRISTOPHERSON	7	19.24	85	LAWS. DOUG	9	8.14
41	BOERNER. DAVE	6	18.29	86	RYMAL. JOE	5	8.08
42	VICKNAIR. TIM	12	18.13	87	DHALE. ANNA	2	8.00
43	HDC RACE 3	8	17.29	88	SOEFJE. LOUIE	3	7.71
44	KOZLOWSKI. TOMMY	6	17.20	89	SHOUGH. PETE	3	7.71
45	MANNING	8	16.79	90	NEWSOM	7	7.68
				91	FOSSLER. KEN	4	7.60

* FLEET TALK *

KEEL A



'A' FLEET NEWS

Hi, buckaroos. Its time for more fantastic information from your humble scribe of A Fleet (some would call it A H fleet).

To make this short, nothing much happened since our last visit to the diminishing

waters of Lake Travis, except we tried to get off some races in the fall series. The first race was canceled due to lack of interest (no wind). The second race was rerun several times, meaning those who were in front for a while ended up in back, and vice versa. So what else is new?

The third race was run through an obstacle course, known as the cliffs. Some made it, some did not. So what else is new? The fourth race (and I use the term advisedly) was canceled due to lack of interest, (see discussion above in regard to the first race) but only after good old "blue duck" Bucky finally realized: (1) the first fleets were drifting on a reach to the "weather (or not) mark"; (2) the 2nd through 4th starts were still on the starting line when he tried to start the 5th and 6th starts; and (3) half of us had already determined that this was a non event and gone in anyway. Boy. I thought the J 22 Fleet would at least be better than C Fleet in running races. Wrongamoondo.

After that mess, there was nothing left to do but run a Fall Regatta!

Well, we had 100 boats and, you guessed it, no wind. Since your

humble scribe had the vision to anticipate precisely that, and opt to help on the race committee, and since most of the other A boats were out of town on various boondoggles (e.g. Meyers) there was only Rapid Robert and "Gorgeous (no more wires) Gail" left to represent the "real boats" against a gaggle of ultralights in the resulting drifters. Given those conditions, and the presence of a bunch of rock stars on Rapid Transit, need I say more? The funnest thing that happened that weekend was to observe the inability of the competitors to out maneuver the crash boat in the water fights. That is, until shoreside. In any event, Nelms really should learn the difference between a hippity hop and a water balloon. One breaks upon impact, and one doesn't. Guess which is which.

Rumor has it that, finally, some of these ultralight people are going to get a real sailboat. It's imperative, since the chair lift to the weather mark is out of the water, due to no rain. We also hear that some others are going to get real sails. Guess which is which.

Why is Tesch smiling?

Where is Dennis?

Where am I?

That's all till next time. Keep your powder dry.

Maxiscribe



KEEL B

"B" FLEET NEWS

by Bob Goldsmith

Since we visited last, there have been all kinds of big doings in "B" Fleet. Going way back to August, "B" Fleet had a large contingent at Green Pastures for the Keel Fleet Party. Without going into the gory details of the tasteless nose jokes and the experiments which the magician conducted inside the skirt of a female member of Tom Blair's party, most people seemed to agree that the highpoint of the evening was Esther's very graphic impression of a motorboat hitting a jet ski. Many thanks to the party's chairman, my wife Jeane (even if she is still mad at me for appointing her).

The Fall Series was next on the calendar, and it was mainly remarkable for strange wind conditions. The first race was called, after a brutal water balloon duel, for lack of wind, and the fleet reached the harbor just in time to see a steady ten knot breeze come up. I am fairly sure the second race took place, but sailing short handed in a non-spinnaker boat and starting last on the longest course, we were too far back to see what happened. The third race was something else with wind speeds ranging from 2-20 mph as recorded by the race committee. Claude Welles gave the "A" Fleeters a little sailing lesson beating

everyone in both fleets on corrected time. Back in the non-spinnaker part of the fleet, Terry Johnston in his Merit 25 ran away from the rest of the pack, but the next four boats put on one of the wildest shows ever seen in a PHRF race with a furious tacking duel taking place all the way down the last leg and four boats finishing within twelve (12) seconds of each other. The fourth race sailed into deep molasses and was called after about an hour of racing found the fleet less than a mile down the course. "B" Fleet averaged twelve boats on the line for this series - six spinnaker and six non-spinnaker. In the spinnaker fleet, Claude Welles was first, Tom Lott second and Mike Chambers third. In the non-spinnaker fleet, Mark Johnson took first, Tom Blair second, and your humble correspondent was third.

For a closing note, the Club Junior Championship was won, appropriately, by two juniors - John Goldsmith, Jr. and Steve Vaughn, Jr. John and Steve regularly crew on their dads' boats in "B" and "A" Fleets, respectively.



KEEL C

by Tim Vicknair

Well, shiver me timbers, mates. Despite two throw-outs, record breaking temperatures, and a race committee that thinks 0 to .5 knots of breeze is racing weather, we capped off another series. Kudos to Eddie Calogero and crew for their first place finish. Yours truly took first in the non-spinnaker fleet. Many of us look forward to cooler temps and better breeze for the next series.

Did any of you catch the article in Practical Sailor about double-handed racing? It sounds like a great idea for a PHRF event. A trophy for everyone aboard. And since this has been the situation on my boat a few times on the race course, I think it's a great idea.

Have you heard? LCRA is going to stop letting the water out of Travis sometime in October. Hey, I guess it is the end of the rice season.

Well, RAINBOW CONNECTION (Pearson 26) is having its name changed to KINDRED SPIRIT. We hope to see Anne on the race course soon. Don't let that paint get old at the dock.

That's it for now. See you on the course.



AYC CHAMPIONSHIP RACES

CHAMPIONS!!!

SINGLE-HANDED, WOMEN'S (in Sunfish)

- 1) Claudia Foster
- 2) Pat Manning
- 3) Karen VanHooser

SINGLE-HANDED, JUNIORS (in Sunfish)

- 1) Sarah Baker (in a down-to-the-last-race finish with Fisher Key)

SINGLE-HANDED, MEN'S (in Lasers)

- 1) Hank Kleespies
- 2) John Bartlett
- 3) Scott Cheney

TEAM CHAMPIONSHIP, WOMEN'S

- 1) Claudia Foster
Bonnie Lackey
Claudia Musselman
Janis Livingston

TEAM CHAMPIONSHIP, MEN'S

- 1) Ray Shull
Pat Feagin
Vern Harris
Kirk Livingston

TEAM CHAMPIONSHIP, JUNIORS

- 1) Steve Vaughan, Jr.
John Goldsmith, Jr.

J/24

by Phil Spletter

The fleet had a lot of activities in the past month, both in and out of town.

The big news as far as the road fleet is concerned is that the 88-89 Texas Circuit was concluded at the Western Open September 9 and 10 in Corpus Christi. Thunderstar, Psycho, mr. happy, Windshift, Grand Slam and Superman all made the trip south. As can be expected, there was plenty of wind which took its toll on several boats. Grand Slam broke a main halyard and mr. happy broke a rudder pintle. Paul juryrigged a halyard while mr. happy limped home using a spinnaker pole as a rudder. With a borrowed rudder and not much sleep because of a long protest, mr. happy got back on track for Sunday. For the regatta, Thunderstar was second, Psycho took 7th, Grand Slam took 10th with the same number of points as mr. happy who took 11th. Both boats had two more points than Psycho. Is that close racing??

Thunderstar won the whole circuit and is already qualified to go to the World Championship next year. mr. happy finished 8th, Psycho 12th. Windshift took 24th while Garrison in Audacim finished 29th. By the time you read this, the 89-90 Circuit will have begun with the first stop in Austin.

The Fall Series was also trying at times. The J/24 fleet had only one Sunday's worth of racing. Superman, Windshift, Audacim and Captain America all participated with Superman finishing on top. The J/24 fleet also rose to the occasion to overcome bad communication and assembled a complete race committee on the spot in about 10 minutes. It is doubtful that there are many other fleets strong enough to put together an entire committee of people at the club without prior notice. Good job and thanks to all who pitched in.

On the social scene, Robbie Nelson orchestrated a steak dinner for the fleet that was superb! The fine cuisine and good friendship generated a large turnout. No one went away hungry.

Also, let's all welcome Michael Wellman and his family to the fleet. He bought Bill Rogers's boat and named her Shadowfax. We look forward to seeing the new Shadowfax on the lake.

Finally, in the something a little bit different department, Double Trouble went to Corpus Christi for a 32-mile PHRF race from the Bay Yacht Club to the Rockport Sailing Club. She took 3rd overall beating four other J/24s.

by Pat Feagin

If you haven't heard by now, the Fall Series was about as exciting as the nightly news reports on the level of Lake Travis. Danny Lien just happened to have the best drifting tactics and was able to win the series. Our congrats to Danny and crew!

After the Fall Series, the AYC Team Championship was held and there actually were some fair racing conditions. There were three teams and the guys from the S.C. Fleet took top honors -- Ray, Vern (former S.C.er), Kirk Livingston (the only outsider), and myself. We all had a great time but hope that there is a better turnout next year.

Then came the Fall Regatta, back to the no wind scenario. By the second day several S.C. skippers decided to call it quits and headed home. Those who hung in there drifted to the finish. My hat is off to all of you who stuck it out!

Maybe now that the weather has turned cooler, we'll have better racing conditions, i.e., WIND. The Winter Series starts October 22; let's have a good showing of boats.

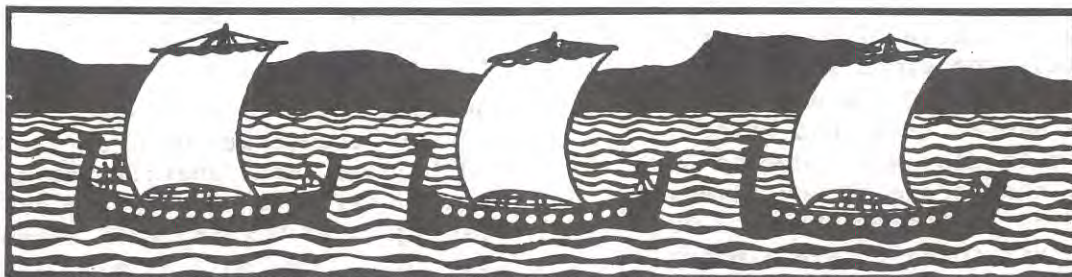
Greg Garrett has a South Coast for sale. Call him for more info.

by Mel Kunze

The Ensign fleet has new blood: Erich and Valerie Hintzen, with Ensign 98, have joined the fleet and the Austin Yacht Club. Erich has sailed Ensigns on the Great Lakes and will add considerable expertise to our group. Take time to check out his boat. It's pristine. Welcome Erich and Valerie!

The Fall Series was won handily by the Dahmen crew. Harold Neel came in second and Clift Price was third. A good time was had by all.

Two items noted in the Fall edition of The Ensign are worth repeating. First, the class association has made progress in renewing production of Ensign sail boats. Problems remain, but there is a light at the end of the tunnel. Second, during the national meeting in February in New Orleans, Ensign members will vote on a proposal to allow a new Blade Jib. The new jib, if adopted, will be sized to fill the foretriangle. The new sail has proven to be superior to the No. 1 Genoa in winds beyond the 12-14 knot range. This sounds like a more utilitarian sail than the working jib. Stay tuned.



CENTERBOARDS

by Teri Nelms



Boring. Yes, I'd say the word boring probably fits. But that's not to say that the words "tedious" or "monotonous" or "tiresome" do not apply to the riot of a good time that we had drifting around during the Fall Regatta. Now I sit here two days later watching the whitecaps crash over the docks in 50-degree temperatures while I'm nursing a sunburned lip from the 92-degree heat we just got over enjoying. I hate winter. But some of this wind would have been helpful, to say the least, during the regatta.

Bonnie and Keith O'Dell did an excellent job of playing like they didn't notice that there wasn't any wind. They just went on and had a great regatta without it. I thought they both did entirely too much standing around and smiling about it all. I would like to take this opportunity to complain about race management. Whoever gave Russell Painton a rescue boat for this thing should be taken out and shot. I realize that Mary Lynn can't find a babysitter for him so she pretty much had to drag him along, but the least she could've done was lock him in the head of the committee boat or get him to play with the anchor. But n0000-0-0-0-0, he gets the power boat with water balloons in it. Now who, I ask you, is a better sitting duck than a centerboard boat with no balloon locker or bucket? If we'd capsized, we'd have been dryer than we were after a Russell attack. At least we had the satisfaction of observing, from entirely too close a distance, the exchange between him and several keel boats who at least had motors. We even got to discover, much to our amazement, that there is one time when a Catalina 30 is faster than a J-29. AVALANCHE just doesn't have a motor

big enough to outrun an inboard with ballooning and bucketing on its mind. We would all like to express our undying appreciation to Walter Allan and company for depositing a bucket of ice water, with ice, on Russell's head after the races. I'm sorry I missed it, but I understand that the cheers were deafening from observers. Paybacks are hell.

The centerboard fleet's race, if you want to call it that, was less than impressive on the way to Lakeway. The E Scow from Houston and the two 505's slowly but surely disappeared leaving the Fireball and Harpoons and Sunfish to be eaten by keel boats. We found it interesting that Pat Manning did not get a finish because her time ran out but she still could have corrected over the E Scow because of the dummy rating system. Flora McLung couldn't wait for her husband to leave town so she could do something really risqué in his absence. Flora, sailing a Sunfish to Lakeway falls more in the category of self-abuse than hot times. Also, next time get a boat that's not broken. We are proud of you for "lettering" (a DFL) instead of getting one of those boring numbered finishes.

At the finish line we sailed over to raft up to AVALANCHE for lunch only to be informed by the Skipper that we could not tie up unless we had a plan. We were somewhat confused by this unexpected requirement so we tied up to a stump and waded ashore to share our lunch with the fireants.

On the race back we assumed we had done better because we could still see the 505's, but unfortunately the Harpoon could still see us. I hate handicap racing. Pat Manning even corrected over us. How humiliating.

LASER

Centerboard (cont'd)

At least the Fireball, or her skipper, is consistent: three 5's makes a fifth and you can't drink it. By the time we had waited for three hours on Sunday for the drafts to fill in, and Russell to run out of balloons, we probably weren't as excited as we should have been. The only other excitement of the day was watching the face of the E Scow skipper when a scoring error gave his first place trophy to the Harpoon! Ha! Serves him right for making us all look slow. My crew, Jerry (obviously no relation to the hurricane of that same weekend), said he really had a pretty good time. After all, we didn't capsize even once! Thanks to the Regatta management, the staff, and all the players for the last "summer" weekend regatta of the year. The wetsuit is coming out of the mothballs and the flowered long johns are headed for the cleaners. See you all out there!

P.S. Claude Welles beware: Since you referred to our Pearson 31 as "The Polyester Pig," the privacy fence is for sure going to be put up on the dock between our boats. I'll just have to get a longer shore power cord in order to be able to hook up to your batteries.



Fred
(Grown-up)

Ginger

by Fred Schroth

THE FOOL WORD PROCESSOR IS STUCK IN CAPITAL LETTERS. NOBODY IN THE OFFICE KNOWS HOW TO FIX THIS THING SO JUST READ THIS ARTICLE OUTLOUD AND YELL A LOT.

THE LASER HAD A HELL OF A SUMMER. OUR LOCAL ATTENDANCE WAS DOWN A BIT BUT THAT IS PROBABLY ALL MY FAULT. YOU SEE, I QUIT WRITING ARTICLES FOR THE TELLTALE WHEN I BECAME CONVINCED THAT THE ARTICLES WERE SUPPOSED TO BE ABOUT OUR BUSINESS ACCOMPLISHMENTS. I THOUGHT THAT IT WOULD BE TACKY TO BRAG ALL THE TIME ABOUT NON-SAILING RELATED STUFF SO I DID NOT WRITE AT ALL. WELL, IT WAS ALLLLLLLLL A MISUNDERSTANDING SO WE ARE BACK WITH THE FULL OBNOXIOUS SARCASM THAT THE LASER FLEET HAS ALWAYS HAD.

CONGRATULATIONS TO THE SCUMFYSH FLEET. YOU OUT-NUMBERED US THIS SUMMER. FURTHER, AND TO AVOID BEING ACCUSED OF BEING SPORTSMANLIKE ABOUT THIS, GOOD LUCK IN EVENTUALLY IMPROVING YOUR QUALITY OF RACING TO OUR LEVEL. MAYBE WE WILL ALL GET OLD ENOUGH SO THAT YOU CAN KEEP UP SOON.

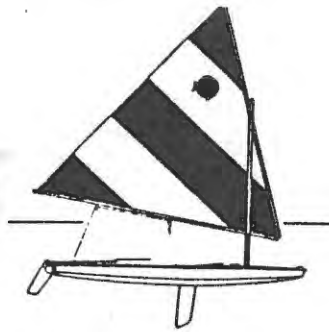
CONGRATULATIONS ALSO TO ALL THE GREAT ACCOMPLISHMENTS OF THE LASER FLEET above and beyond THE CLUB LEVEL.

HANK KLEESPIES MADE IT TO THE FINALS OF THE GEORGE O'DAY TROPHY FOR THE SINGLE-HANDED CHAMPIONSHIP OF THE WHOLE UNITED STATES.

PAUL FOERSTER WAS THIRD AT THE J-24 WORLD CHAMPIONSHIPS.

MATT ROMBERG BORROWED A LASER FROM THE VAUGHAN FAMILY AND WON THE TYA SINGLE-HANDED SAILING CHAMPIONSHIPS FOR THE SECOND YEAR IN A ROW.

SCOTT CHENEY WON ONE OF THE RACES AT THE USYRU YOUTH CHAMPIONSHIPS.



SUNFISH TOWN LAKE REGATTA RESULTS

LASERS (cont'd)

AND LAST AND LEAST, SCOTT former mr. mallory YOUNG WON THE TEXAS J-24 CIRCUIT FOR THE SECOND YEAR IN A ROW.

SOME FLEET GANG! NO WONDER I NEVER WIN ANYMORE.

LOOK FOR A REPORT HERE NEXT ISSUE ABOUT THE NORTH AMERICAN LASER MASTERS. SOME OF US GEEZERS ARE GOING TO FWBC TO RACE THE FAMOUS GEEZERS.

YES, WE ARE GOING IN FORCE TO THE WURSTFEST REGATTA AND TO THE BRUCE CUP. MAKE SURE THAT YOU GO TO THESE REGATTAS AS THEY ARE ALWAYS WELL RUN AND A GOOD TIME OFF THE WATER TOO.

SEE YOU NEXT ISSUE WITH MORE ABOUT THE SECOND MOST ACTIVE behind the damn scumfysh FLEET IN ALL OF AUSTIN YACHT CLUB



SEPTEMBER 23RD ON THE SHORES OF TOWN LAKE, THE 2ND ANNUAL WATERLOO ICE HOUSE TOWN LAKE REGATTA WAS HELD IN GUSTING AND SHIFTING WINDS. A FLEET OF 29 SUNFISH TURNED OUT TO MAKE THIS AN EXCITING AND GROWING ANNUAL EVENT.

THERE WERE THREE RACES SAILED WITH WINNERS DECLARED IN BOTH JUNIOR AND SENIOR DIVISIONS. THEY WERE:

SENIOR DIVISION.....

- 1ST MALCOMB JONES (HYC)
- 2ND BILL SMITH (AYC)
- 3RD JIM URODA (SEABROOK)
- 4TH BILL GERLOFF (AYC)
- 5TH LEE WOODBURY (WOODLAWN)
- 6TH ED "MAD DOG" MENDER (WOODLAWN)
- 7TH BILL BRYDSON (AUSTIN)
- 8TH BOB PILLMORE (AYC)
- 9TH PAT MANNING (AYC)
- 10TH GARY COOPER (AYC)
- 11TH MIKE STRANGE (AYC)
- 12TH CHRIS HENSLY
- 13TH TIM ERWIN (AYC)
- 14TH HOWARD SHIREY (AYC)
- 15TH ROD ETHRIDGE (AYC)
- 16TH DOTTIE COTTINGHAM (HYC)
- 17TH SALLY BUCKNER (AYC)

JUNIOR DIVISION.....

- 1ST FISHER KEY
- 2ND SARAH BAKER (AYC)

C15 Fleet 34

by Bill Smith

Alas, this year's racing (and warm weather) are nearly history. After a very busy racing year, I will enjoy a a break from racing. However, I am already excited about next year, knowing that the fleet is growing in size and racing skill.

The Fall Series didn't turn into very much of a series this year. The wind didn't cooperate at all. There were a few fun races anyway with a light turnout by the fleet. I guess we used the Fall winds and free time in the summer series. Somehow Claudia Foster came away with 1st place in this series. Good racing Claudia.

On last Sept. 30, Oct. 1 weekend, three AYC C15's participated in the Waiting for the Great Pumpkin Regatta hosted by Houston's Clearlake Yacht Club. The racing was definitely different (starboard instead of port mark rounding on the first day...). The wind was more like a summer Lake Travis day than the ocean breeze pattern normal in the Houston, Galveston area.

There were 13 or 14 C15's total at the regatta, the regatta's largest one design class. Gordon Prejean and Jeff Perna of Dallas seemed to be the team to beat. They took home 1st place by quite a margin. Many times it would seem that someone would have an insurmountable lead and lo and behold, going downwind to the leeward mark, a puff would bring the **WHOLE** fleet down on your tail (I mean stern). The generally high level of competitiveness was one thing that made this regatta fun (besides the people).

After Gordon in first place came the 3 Austin boats in a tight group: Claudia and Bruce Foster in 2nd, Bill Smith and Bob

Musselman in 3rd, and Keith and Bonnie Lackey in 4th. Houston C15'er Scott Craven got a 5th.

With this second place performance, Claudia Foster received the Dozier Cup, a perpetual trophy that is awarded to each year's top competitor in the "Texas C15 Circuit". This "Circuit" consists of the main regatta's held in Dallas Corinthian Sailing Club (Whiterock), Houston's Clearlake Yacht Club (Clearlake), and the AYC.

Furthermore, as a result of consistently winning most AYC C15 racing events this year, Claudia Foster is this year's C15 Fleet Champion. Congratulations on such an excellent racing year.

I'm sure next year should prove very interesting, since the fleet is growing in both numbers and competitiveness. Racing activity will gain momentum fast (like this year) due to the North American Championship being at Fort Walton Beach, Florida in June sometime (probably). Participating in this event is an experience that I highly recommend. I know that some C15's from Austin are planning to compete and thus racing will start as early as possible (no wetsuits...).

Racing for the rest of the year will be on an as somebody wants to basis. I know if the weather is nice, several C15's have expressed interest in a series race or 2. Feel free to call me for help in disseminating information to the fleet. As a fleet, we will still have a party and fleet meeting to elect fleet officers and make plans for next year. I will contact everybody soon about any winter activities.

SUNFISH



by "The Silver-Tongued Lizard"

First of all, I know you'll all join me in sending our Grand Wizard, Tim Erwin, happy thoughts and GET WELL SOON wishes. Tim has been in St. David's hospital for extensive medical testing to determine his illness and will go to Houston for further testing. We'd all like to see Tim back out at the yacht club rarin' to go. And I'm sure Tim would like that too.

Topping off the end of the Sunfish season is our annual trek to the Wurstfest Regatta on Canyon Lake (which will probably occur before you get this Telltale). Read all about it in the next issue.

Thanks to our fleet members -- old and new -- we've had a successful year. Membership doubled this year and even includes one junior sailor. We've made contact with other sailing clubs and traveled to: Houston YC, Seabrook, Clear Lake, and Galveston. In addition to our traditional Wed. night races, we added some Friday night cruises for fun sailing to exciting places like Sometimes Island and Snake Island. We published By-Laws which were made up at a general Sunfish meeting in August. And we tried to keep you up-to-date on all the Sunfish rule changes this year as they occurred such as the new class legal sail and new boat specifications.

One highlight of the year was our 2nd annual downtown Sunfish Regatta chaired by Bill Records and sponsored by Steve Clark, owner of the Waterloo Ice House. We couldn't have done it without either of them! More than 20 Sunfish raced -- juniors as well as seniors. The wind was strong; the lake was clear, and the racers had a great time. Add this

event to your 1990 calendar of "must do" activities.

The annual meeting to elect officers for next year: Fleet Captain, Pursar/Scribe, and Committee Coordinator -- will be held sometime in November. You'll be notified by phone as soon as a final date is set. If you could submit your nominations to me before November 1, I'd greatly appreciate it. We'd like to be as organized as possible before the meeting (a "first" you say?!).

Anyone interested in purchasing the new racing sail in Nov. or Feb., please let me know. If I can organize a group sale of 10 people or more, we can get a sizable discount.

Jim Spano is interested in selling his Sunfish (no trailer). If you're interested give him a call. (He's in the AYC Directory.) Also, if you know of anyone who has a Sunfish for sale, let me know. I'm always getting calls from people who want to buy a Sunfish and join our fleet. Our reputation for good fun and good racing has spread!!

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 LISA KAY: MASK DESIGNER328-0001
 LASER

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 BETH: PSYCHOLOGIST.452-0381

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