

# *Telltale*

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A U S T I N ★ Y A C H T ★ C L U B

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**MAY/JUNE 1992**

# AUSTIN YACHT CLUB

5906 BEACON DRIVE  
LAKE TRAVIS



## AYC OFFICERS

COMMODORE .....	Dave Wahlberg
VICE-COMMODORE .....	Keith Lackey
SECRETARY .....	Vicki Bremer
TREASURER .....	Dennis Awbrey
RACE COMMANDER .....	Ann Baylor
BLDGS & GRNDS COMMANDER .....	Howard Shirey
FLEET COMMANDER .....	Roy Smith
PAST COMMODORE .....	Gail Bernstein
SAIL TRAINING COMMANDER .....	Barbara Hawn

## AYC FLEET CAPTAINS

CATALINA 22 .....	Dick Finnegan
CENTERBOARD HANDICAP .....	Fred Stearns
CORONADO 15 .....	Steve Cauffman & Wade Bingaman
ENSIGN .....	George Dahmen
420's .....	Jay Allen
J-22 .....	Claudia Foster
J-24 .....	Kirk Livingston
KEEL HANDICAP .....	Joe Thiel
A-FLEET .....	Ted Smith
B-FLEET .....	Tim Vicknair
C-FLEET .....	Vic Manning
D-FLEET .....	Mark Bradford
E-FLEET .....	Dave Boerner
F-FLEET .....	Mike Allen
LASER .....	Fred Schroth
ONE-DESIGN .....	Eric Nelson
SOUTH COAST 21 .....	Charles Pope
SUNFISH .....	Pat Manning

BUSINESS OFFICE ... 266-1336  
CLUBHOUSE ... 266-9423

MAY/JUNE 1992

# FROM THE COMMODORE ...

A lot of water's gone down the river since my last note to you, but it seems like things have been standing still. Part of that is because I've been working so hard lately for truth, justice, and the American way (i.e., keeping my clients out of jail) that I've hardly seen the lake. The other factor is that things HAVE been at a temporary standstill in our rebuilding process. But now that we've finally received the insurance money, we will be seeing progress in the necessary reconstruction.

**FLOOD REPAIR** -- After our called meeting of the membership to discuss the various options available in reconstruction: (1) Rebuild as is, where is with modifications; (2) Utilize cabin repair funds to add a 3rd level to the clubhouse, and (3) Stop and plan for eventually raising floor levels to 717', the Board decided to implement a combination of options 1 and 3. In general terms this will mean restoring the interior of the clubhouse to pre-flood condition with some flood-proofing modifications, rebuilding the Race Committee room and the ice machine area (yes, replace the ice machine), complete the restoration of the bath/shower areas (new plumbing where needed, new hot water heaters, etc.) and repair the office area to a functional standard (improvements to be determined in the future). As you know, we have the pool back in functional condition, and we are working on replacement of the front gate. All other repair/restoration is on temporary hold while we engage in some long term planning. I have appointed a "717 Committee" consisting of former commodores plus Keith Lackey to examine the regulatory, financial, insurance, and engineering issues relating to establishing a comprehensive and unified plan for the long term compliance with flood plain regulations and our future growth. This committee has already met several times and is hard at work in exploring some variations with the county and the insurance carrier. I expect a status report at each Board meeting. I also expect that this group will solicit your input, both individually and through some future membership meetings. I am forwarding all written suggestions which I receive to this committee.

**OLYMPICS** -- You may have seen Doug Kern at Scholtz' Garden, in the local daily, and on television lately. He is part of the #1 Soling team headed to Barcelona for the Summer Olympics. Great work, Doug! Be sure to congratulate him and also to thank him for the way he represents (and thereby promotes) this club.

Also, congratulations to Paul Foerster and Steve Bourdow who recently won the Flying Dutchman Worlds in Puerto Santa Marie, Spain. Next on the agenda will be the Olympic Trials June 13-24 at the Eastern Yacht Club in Marblehead, MA.

**HAZARD WARNING** -- You may have noticed my Kiwi near the work area, patiently waiting for me to find the time to polish her bottom. With CAVEAT out of the water and the Moore 24 also getting a bottom job, I have finally splashed my Sunfish. You are hereby advised that I don't know how to gybe or tack a Sunfish BUT I DON'T CARE. So, if you see an elderly Sunfish sitting low in the water KEEP CLEAR.

**GOOD NEWS** -- Welcome back to Claude, JoAnn, and Debbie Welles who decided that while Australia was an interesting diversion, there's no place like the good ol' U.S. of A. and Austin, TX.

**FUTURE EVENTS** -- As I write this I am looking forward to a great upcoming schedule: two Evening Series, Turnback Canyon Regatta, Centerboard Regatta, and two Governor's Cup weekends. Hey, if you can't have fun in this schedule, you had better check to see if you still have a pulse! Let's go sailing ... PDW

## FROM THE EDITOR . . .



### TELLTALE STAFF

COMMODORE ..... Dave Wahlberg  
MANAGING EDITOR ..... Vicki Bremer  
PHOTOGRAPHIC EDITOR ..... Ty Johnson

### SPECIAL CONTRIBUTORS

Dave Wahlberg, Ann Baylor, Vicki Bremer, Gail Bernstein,  
Tripp Alyn, John Bartlett, Karen Van Hooser,  
Vic Manning, Jay Allen

### FLEET CONTRIBUTORS

Ted Smith, Tim Vicknair, Vic Manning, Mark Bradford,  
Dave Boerner, Steve Brown, Michael Wellman, Mary Marcia Mott,  
Dick Finnegan, Wade Bingaman, Tom Groll, Fred Schroth,  
Fred Stearns, Pat Manning

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COVER PHOTO: *Courtesy of Vicki Bremer*



## ***Long Range Planning Committee***

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The Long Range Planning Committee, better known in some circles as the *717 Committee*, has held three full meetings and several subcommittee meetings. Serving on the committee are:

Hap Arnold	Gail Bernstein	Keith Lackey
Ray Lott	Frank McBee	Terry Meyers
Tom Romberg	Russell Painton	David Wahlberg
Trenton Wann	Claude Welles	

The first meeting was spent getting organized and subdividing into three research groups.

- ☐ Government Regulations    ☐ Insurance Issues    ☐ Construction Issues

The government regulations group started to investigate federal and county flood plain regulations. This brought up several other issues and definition such as habitable structure, business dependent upon lake side location, and waterproof construction. They are also looking into construction permitting issues. The Travis County ordinances were written in response to the requirements of the Federal Emergency Management Agency. As a practical matter, it may be years before Travis County has a well-defined policy on rebuilding in the flood plain. In the mean time, existing residential structures may be grandfathered for repair or rebuilding in a flood plain, but only to a value less than 50% of their pre-disaster market value. Repairs beyond 50% require a permit and permits will not be given for residential structure below 717. Existing non-residential structures in flood plains may be repaired to any degree if done so with *adequate flood proofing*. While the level of adequate flood proofing has not been challenged in Travis County, we believe this standard could apply to the repair of the bath house, office, and Clubhouse.

The insurance group started working with our insurance committee to clarify replacement value vs. market value issues and concerns regarding rebuilding in new locations. This is coming along quite well and we have received an initial settlement check. The insurance company realizes that as we learn more about rebuilding regulations the claim may change. Our claim is still an open active file on their books.

The construction group started researching AYC land elevation, septic system location, and construction costs.

The committee still has a lot of work to complete and our board recommendation *is not* finalized. However, the following six points outline our current thinking:

1. Rebuild the clubhouse as water proof as possible so as to sustain minimal damage in future floods.
2. Return the office building to condition suitable for use as an event management office, scoring room, and protest room with a minimum investment.
3. Rebuild Cabins #1, 2, and 3 as a new building or set of buildings above 717 on the back of the property. These building(s) will contain employee housing, permanent office, and future rental/camper housing.
4. Leave the roofs and foundations from the original Cabins #1, 2, and 3. If plausible, repair them as screened, covered porches for camping and parties.
5. Repair Cabins #4, 5, 6, and 7 using the most waterproof materials and methods available.

We will continue to refine this plan and will present our recommendation to the AYC board at their regularly scheduled June meeting on Thursday, June 25, at 7:30 PM in the AYC Clubhouse. In the mean time, if you have any comments or suggestions please feel free to call, Gail Bernstein, during the day at 250-4486 or send me a FAX at 250-6137.

# FROM THE DESK OF SECRETARY

Vicki Brewer

## HIGHLIGHTS OF THE MARCH 26, 1992 MEETING:

- The Board approved to raise our outside accountant's salary retroactive to 1/1/92.
- In response to the previous month's Harbor Rule 14 reviews one member was asked to relinquish his slip immediately and two members were granted a six-month extension.
- The Board approved Olympic campaign donations of \$600 to Paul Foerster and \$400 to Doug Kern. Consideration for further donations will be looked at when more funds become available.
- Several event budgets were approved: Sail Training Seminar, Turnback Canyon Regatta, Centerboard Regatta, and Opening Day Ceremonies Wrap-Up.
- The Board members were asked to give an opinion about the 1992 Series trophies this year -- handmade pottery plates and goblets -- which will be given out for all the series this year. Dave Wahlberg wasn't crazy about the little flowers and butterflies on the design, but Danny Lien said he could take care of that with the next batch to be made.
- The Board approved to move one member up to a March 1991 (from March 1992) date on the wet slip priority one list because his 1991 letter was lost and therefore he never appeared on the priority list.
- The Fleet Commander reported that the biggest on-going projects were reworking the on-shore deadmen and providing tie-ons for the rigging docks. Also, all boat spaces (wet, dry, and board) are occupied.
- The Race Commander and Buildings & Grounds Commander were given the authority to approve any flood-related expenditures as long as they didn't exceed the insurance bid amount.

## HIGHLIGHTS FROM THE APRIL 23, 1992 MEETING:

- The Treasurer reported that the crashing of our computer accounting software and illness in our outside accountant's family resulted in no formal budget being available.
- When the lake level is down to 662' a piece of the peninsula belonging to Travis Landing, AYC's neighbor, is exposed. To avoid any concerns over liability, the folks at Travis Landing have proposed a \$10/year automatically renewable lease which would allow placement of deadmen but no permanent AYC markers on their property. Dave Wahlberg will check to see that this doesn't affect the legal entanglements we had several years ago.
- The specifics of this year's Jr. Sailing Program were presented and have since been published and distributed to all AYC members.
- Two event budgets were approved: Spring Regatta Wrap-Up (which profited \$80.70) and a preliminary budget approval for Governor's Cup.
- Two event date changes were approved. The Sunfish Southwest Regionals have been moved to September 12-13 and the date of Race #1 for the Fall Series will be September 20. AYC's Singlehanded Championships scheduled for September 12 will be coordinated with the Sunfish Southwest Regionals.
- Because Sunfish and Laser racing on Wednesday nights is open to non-members both fleets are asked to police themselves and encourage AYC membership to those non-members who utilize AYC facilities on a regular basis.
- One member was denied approval of a facilities usage request which asked for use of AYC facilities on a weekend day. The Board pointed out that it has never approved weekend use of AYC facilities for a private party.
- Gail Bernstein reported on the results of the Long Range Committee's first meeting. A report is also included elsewhere in this Telltale.
- The Board approved an amount up to \$1500 to the Fleet Commander for drilling holes, cement for deadmen, and moving the mast hoist pole. The staff will coordinate efforts to get counterweights at the same time.

## FROM THE RACE COMMANDER . . .

**CALENDAR CHANGE:** Please note a change in our AYC Racing Calendar for September 1992. The Sunfish Southwest Regionals which AYC is hosting in September has been moved to September 12-13. The first race in the Fall Series has been moved from September 13 to September 20. Please mark these changes on your calendar and in your Directory.

**SCORING UPDATE:** Scoring is progressing well thanks to the hard work of Joe Rymal, Larry Ratliff, and volunteers. Both of these individuals are serving on a Scoring Committee along with Bob Pillmore and Roy Smith to investigate the long-term scoring needs of AYC. If you have suggestions for scoring please give them to me or one of these committee members.

**SPRING SERIES:** We had some great races in the Spring Series with a total of 104 boats participating and an average of 64 boats per race. The largest representation was in the Catalina 22 and Keel Fleet F classes. The largest average participation was tied among four classes: Catalina 22 and Keel Fleets A, C, and F. Thanks to Tom Romberg, U.S. SAILING Judge, for serving as mediator for the series. The C-15/Centerboard fleets received the Race Management Trophy. Steve Cauffman served as principal race officer (PRO). Congratulations to Steve and his race management team.

**SPRING REGATTA:** Spring Regatta gave us some difficult racing conditions but also a fun time with Eric Nelson serving as PRO and Pat Manning assisting with PRC and also serving as regatta co-chair with Janis Livingston. The regatta had two race courses: round-the-buoy racing for one-design boats and long-distance racing for handicapped boats. Thanks to Gail Bernstein, Sr. U.S. SAILING Judge, for serving as mediator.

**OTHER RACING EVENTS:** Twenty Lasers competed in AYC's famous Easter Laser Regatta. The South Coast 21 Nationals were a success. The J-22 Austin Circuit Regatta was well attended with 25 boats. And the UT Sailing Team has hosted several events.

**FLEET COMMITTEE DUTY:** Don't forget to help out with your fleet's race committee responsibilities whether it be for a series race or a regatta or both. Running the races doesn't happen like magic. It takes phone calls, commitments from volunteers, and organization. Working race committee is a great way to get involved with the club, learn about racing, and meet some fun folks. Call your fleet captain and schedule your race committee day(s) as soon as possible.

Hopefully PRC will be back on the grounds with scoring which will make things easier for the Scoring Committee and competitors alike. Currently the AYC office window is serving as the Official Notice Board. But we are hoping to move back into our PRC room under the AYC clubhouse in the next few weeks. When we move into the PRC room we plan to have the Official Race Notice Board on the sound end of the PRC room where you can view it from the patio. No matter where things are, we are still having a great time doing what we all like best -- racing sailboats.

See you on the race course.

## ABOVE & BEYOND . . .

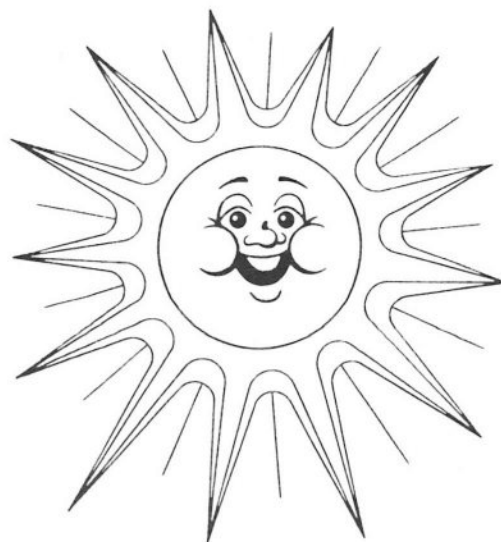
JACK BREMER was recently named a Club Race Officer by US SAILING.

### TRIPP ALYN:

Served as Yachting Liaison on the volunteer U.S. Olympic Committee staff for the Olympic Festival in Los Angeles. Named to be the Local Sports Coordinator for the sailing events at the 1993 Olympic Festival in San Antonio, hosted at Canyon Lake.

Served as a judge at the Douglas Cup Collegiate Match Racing Championship hosted by the Long Beach Yacht Club in California.

Sailed as starboard trimmer on the NYYC team which won the Nichols Trophy from the Royal Thames YC (4-0). The event was a best-of-seven team racing series held in J-35's and sailed at Newport, R.I.

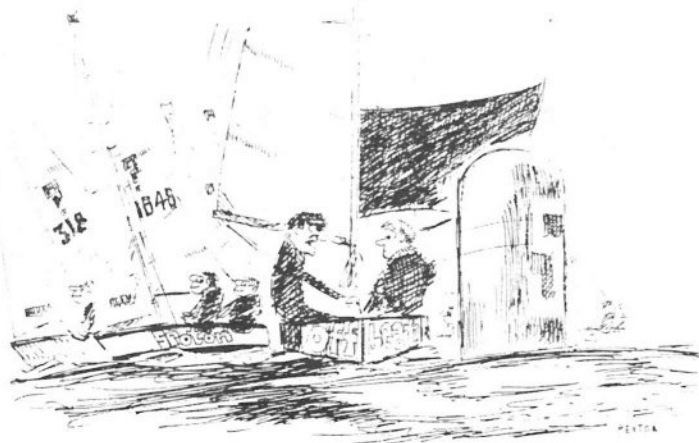


## LETTER TO THE EDITOR . . .

Sometimes we tend to get buried in the day to day details of life on Lake Travis and forget what a gem we have at AYC. Over the last 24 years I have visited yacht clubs on the East, West, and Gulf coasts not to mention the Great Lakes, mountains, and flat lands. No, we don't have a bar or a fancy restaurant. But we have FANTASTIC racing program. Just come out on the point on a Wednesday night and view 25-50 Lasers and Sunfish. The ladders in each fleet are deep so there is always a "race within the race" for those sailors on the same level. This club is ALIVE!! Many club members are out there racing in the series races throughout the year. Plus we host numerous regattas, both for one-design classes and handicap classes as well.

So next time you're inclined to complain just take a minute, get off the pond, and look around. Taken in perspective you can then see what a great racing program we truly have here at AYC!!!

Tripp Alyn



*"Are you sure we have to leave it to starboard?"*



# THE TEAM OF MAHANEY, BRADY, AND KERN WIN U.S. OLYMPIC SOLING TRIALS IN PUNTA GORDA, FL ...

by Vicki Bremer

While most of the sailing focus was on the West coast because of some silly ol' America's Cup, the real sailing action was happening on another west coast -- on Charlotte Harbor in Punta Gorda on the Florida west coast at Platinum Point Yacht Club (PPYC). Never heard of the place? Well, most of the folks we stopped and asked directions from had never heard of the place either. Guess not everyone lives and breathes sailing like some of us. Many of the people we met at PPYC couldn't understand what our connection with any of the teams was until they heard we were from Austin, TX, and immediately knew we were there cheering for Team Exxon -- a team who had won the hearts of everyone there with their kindness, humor, and skills. Kevin Mahaney, Jim Brady, and Doug Kern were heroes even before they proved it by winning so skillfully and graciously.

Team Exxon made hauling the boat in and out look easy. But after the thousands of hours of practice they've had, they made everything look easy!! Watching them hoist the chute after rounding the windward mark -- and having it flying perfectly within a half a boat length from the mark!! -- was impressive and beautiful to watch.



Although we missed the fleet racing part of the Trials, we did see all of the round robin match racing -- the semi-finals with Team Exxon, Jeff Madrigali (San Francisco), and Dave Curtis (Marblehead, MA) and finals with Team Exxon and Jeff Madrigali. Watching the match racing was exciting to say the least. And when Team Exxon lost its first four races in the semi-finals things looked bleak. No one on the spectator boat wanted to say anything out loud for fear of offending us. Quoting Jim Brady, "This has been incredible racing. After the first two



## **TEAM EXXON WINS OLYMPIC TRIALS** (cont'd)

rounds of semi-final competition we were 0 for 4 which really had us concerned." And so were the Team Exxon "groupies!" But our guys pulled it off and ended up putting Dave Curtis out of the competition with a 6 Win, 4 Loss round robin. Madrigali had clinched his position earlier with 5 wins which automatically put him in the finals.



(L to R) Jim, Doug, and Kevin rig the boat and don't notice their competitor leaving the harbor behind them. Jeff Madrigali surprised everyone by beating out such favorites as Larry Klein and Dave Curtis when he'd only been racing with this Olympic team since January. He had a lot to learn about match racing rules, however, before the finals were over.

The folks at PPYC did a good job of arranging spectator boats for each day's racing. But one day they had a bit of a problem providing boats so Jack and I ended up on a 12-foot Boston Whaler, the tender for the Madrigali team! When I said I would do anything short of inner tubing it in shark-infested waters to watch our guys race, I guess they took me seriously. As we concentrated on the racing we forgot about getting pounded black & blue in the chop and about getting soaking wet and having to munch on salt water soaked sandwiches. Our skipper, a nice young man who was on his way to Paris the next day said, "I hope your guys appreciate what you're going through to cheer them on!" But it wasn't the salt water or bruises that bothered us; it was having to motor in enemy waters with the opponent in between races! No, I didn't sabotage the spare sails or poison their drinking water. Our guys won fair and square with skill, guts, determination, lots and lots of practice, and with expert coaching from Ed Baird who was either writing something down in a notebook during the race or video taping it. Ed also won the hearts of everyone there and was even awarded a special T-shirt by PPYC at the final ceremony for his quietness, determination, and skill at coaching. To make up for the day's excitement on a 12-foot Boston Whaler, the gal at PPYC arranged for us to be on a 65-foot New York Yacht Club motor yacht, built in 1927, named The Golden Cat (in honor of her owner, Ed Lowe, who made his fortune with Tidy Cat kitty litter). And this motor yacht was CLASS +++. We were thrilled to be on her for the day.

## **TEAM EXXON WINS OLYMPIC TRIALS (cont'd)**

With only one race to go before victory-- and to Barcelona!!-- Coach Ed Baird (L) has reason to smile. The fellow with him is a team friend, but I forgot his name and Doug isn't here to ask. The racing could've been finished the day before, but each skipper was given the option of having a time-out, so to speak. Madrigali chose to stop Team Exxon's winning momentum by asking for his time-out before the last race. So we all sat around that morning and waited for the bad storm to pass by and then for the winds to pick up. Madrigali sailed out to the course early with the hopes he could show the Race Committee that there were enough winds to race. (He sailed well in light air; our guys preferred heavier air.) But he didn't fool that Committee; they stuck to the rules and started the racing after they recorded a fairly steady breeze of 5-6, the minimum set in the sailing instructions.



Team Exxon again had us on the edge of our seats when they lost the first two races to Madrigali. But they then went on to win five races in a row to clinch a very, very sweet victory. Doug was telling me that they considered winning the Olympic Trials the most important victory of all because that meant they would be Olympians after two years of hard training and a high financial investment in their campaign. Winning the Gold in Barcelona will be the bonus!!



Doug works on the Soling before his teammates join him. This was the morning of the last race in the finals when the race was postponed until after lunch. Doug treated me to a cup of coffee and explained some of the rule differences with match racing while we waited. When they sailed out to the race course that final day, I obliged Kevin who when I first met him asked me to talk Texas. When they came close enough to The Golden Cat to be heard I said, "Y'all go fast, y'heah." What do you expect from a CT Yankee?

# DOUG SAYS THANK YOU TO ALL HIS AYC FRIENDS WHO HELPED REACH THE \$3,780 CAMPAIGN MARK ...

First of all, a very special thank you to all those people who helped make the Team Exxon Olympic Fund Raising Party on April 3 a huge success. To the "Footnotes," a great band who donated their evening of music for the Olympic cause. To the UT students who slaved over the stove all night preparing gourmet burgers -- Ravi Subramanian, Sung Oh, Jesse Murdock, Kim Nolan, Russell Vinik, and Mark we Think. To the junior sailors who welcomed everyone and collected their money with a smile -- Sarah Baker, Norma Lien, Lauren Meyers, and Lauren Foster. To all those creators of delectable desserts who made the Pie-in-the-Sky auction such a success -- Shirley Slaughter, Robbie Nelson, Maurine Butler, Stephanie Drummond, Diane Zbasnik, Valerie Eitelman, Pat Manning, Janis Livingston, and Vicki Bremer. To Janis Livingston for finding freebies to keep the party costs down. And to Vicki Bremer for making it all happen with not a whole lot of lead time.

## GOLD CONTRIBUTORS (\$100 or more)

Janis & Kirk Livingston  
Mike & Jean Haggerty  
David & Mary Cheney  
Knox Key & Mary Hobart  
Ravi Subramanian  
Scott & Kelly Young  
Keith & Bonnie Lackey  
Joe & Carol Thiel  
Jim & Jane Baker  
Vicki & Jack Bremer  
Lenore & Ray Lott  
Dennis Awbrey  
Tripp Alyn  
Bill & Kelly Hawk  
Bill & Leslie Smith  
John & Cathy Mandell  
Austin Yacht Club  
J-24 Fleet

## SILVER CONTRIBUTORS (\$60-\$99)

Dave & Judy Gage  
Bill & Stephanie Drummond  
Mary Lynn & Russell Painton  
Frank McBee

## BRONZE CONTRIBUTORS (\$30-\$59)

Kurt & Norma Carson  
Tim & Karen Arnold  
Della Pearson  
Kelley Clark  
Bruce & Claudia Foster  
Richard & Sheryl Whitehill  
Vic & Pat Manning  
Jim & Cynthia Casto  
John F. Morran  
Ann Baylor  
Ivanna Johnson  
Tim & Linda Erwin  
Teresa Lewis  
Curtis Tarpley  
Barbara Hawn  
David & Diane Zbasnik  
Eric & Robbie Nelson  
John Bartlett  
Rebecca & Jeffrey Berkus  
Allan Hawkins  
Clift & Suzanne Price  
Jessie M. Smith  
Chuck & Jean Strehli

## Membership Corner

We are starting a new Telltale column to welcome new members into the club. This month the list is quite long because it covers January through May.

### Membership Count:

Ending Membership	Senior	Associate	Junior	LOA	Life	Honorary	UT
January	388	0	1	6	20	4	31
February	383	1	1	7	20	4	19
March	383	3	1	4	20	4	19
April	382	4	1	5	20	4	19
May	384	5	1	6	20	4	19

Please welcome the following new members to AYC. If you need crew or a project volunteer be sure to include our new members.

### Senior Membership:

Tom Bilek ...

has been sailing for 37 years and racing extensively in the Dallas area. Having recently moved to Austin, Tom is interested in actively racing his J24.

Peter Canizaro and Hollie Mulhaupt ...

own a C-15 which they plan to campaign. Pete has been crewing for Steve Cauffman on his C-15 for the past two years. Hollie is also familiar with AYC racing activities and has attended our AYC Ladies Sailing Camps.

Steve Hansen ...

has a great deal of sailing and racing experience. Most recently he has been an active member of Terry Meyers' J29 crew.

Margaret Hanson ...

started sailing during graduate school at Purdue. Since moving to Austin, she has been racing on Michael Wellman's J-24, Shadowfax. Margaret just purchased a C-15 which she intends to racing during the summer months.

Pete and Leslie Harper ...

own a Catalina 22. Pete has raced a variety of boats from Lasers and 505s to J-24s and Catalina 22s. He has also raced at many different levels finishing first in the Youth Class at the 1978 Laser North American Championship. Pete and Leslie want this to become a family sport and will probably get their daughters, Rachel and Andrea, involved in the PB&J Series.

Paul and Kathi Jensen ...

have enjoyed the pleasures of sailing since 1969 and are now interested in racing their North American 23. Last year they have participated in several AYC regattas.

Leon Lance and Cathy Martin ...

have been racing at AYC since 1987 as crew on Phil Spletter's J-24, Double Trouble, and Mike Allen's Catalina 25, Second Wind. Having just purchased a boat of their own, Leon and Cathy will be racing with F Fleet.

John and Amy Morran ...

have different levels of sailing experience. Many of you already know John or at least know of him. In 1987, as a UT sailing team member, he helped Scott Young, Mike Haggerty, and Doug Kern bring the Mallory Cup to AYC. Amy is just getting started and is very interested in many of our clinics.

Terry and Karen Reitz ...

have been crewing on Larry Gensch's Hunter 34, Playpen. Currently they are considering

purchasing and racing their own boat. Their daughters, Jill and Kristin, are looking forward to participating in our junior program.

**Kevin Reynolds ...**

grew up sailing and racing with his grandfather in Biscayne Bay. As a Laser owner, Kevin is very interested in our Wednesday Evening Laser/Sunfish Series.

**Mary Sikora ...**

as been actively crewing on a Moore 24, Kiwi 24, E Scow, J-22, and J-29 during AYC events for the past two years. She wishes to continue racing and is currently shopping for a Sunfish.

**Martha St. Romain ...**

is another active AYC crew having raced on John Welch's Capri 14.2, Sweepstakes, Dave Henderson's Santana 23, Schock Force, Roy Smith's J-24, WindShift, and Max Rockoff's J-22, Deuce Coupe. Martha has also been racing her sunfish during our Wednesday Evening Series, Governor's Cup Regatta and Townlake Sunfish Regatta.

**Gretchen and Eric Tippit ...**

will be racing their C-15 during the summer months and looking for rides on bigger boats in the winter. Gretchen grew up sailing and raced on the UT sailing team. Eric is an active cyclist, but is very interested in learning to race sail boats.

**Associate Membership:**

**Steve and Kathy Boyd ...**

come to us from the car racing circuit, but have become addicted to the slower pace of sail boat racing thanks to Elizabeth and David Moore. Steve and Kathy have not only been racing on the Moore's Catalina 22, Fat Cat, but have also assisted with RC duty and attended several of our clinics.

**John and Kim Burton ...**

have sailed extensively for the last several years on a variety of boats ranging from a J29 and Cal 9.2 to a 505 and Sol Cat. Most recently they have been racing on Frank Riha's Cal 9.2, Mariah.

**Dolly Garlo ...**

sailed for several years on small inland lakes in Michigan. At AYC she acquired lots of J29 foredeck expertise on Windward Magic and Avalanche. Dolly is trying to gain experience on a variety of boats and this spring has been racing on Frank Riha's Cal 9.2, Mariah.

**Ravi Subramanian ...**

started sailing as a kid in the northeast. As a UT student, he crewed on Bob Tesch's J29, Avalanche, and skippered a 420 for the UT Sailing Team. Currently Ravi is racing a J24 and working with Scott Young as coaches for the UT Sailing Team.

**Lost Memberships:**

We are sorry to see the following people leave AYC:

Howard and Lou Ann Buell  
Tom Cox  
Terry Johnston  
Mack McCauley  
William and Heather Morack  
Annett Richard  
Jack and Judy Scholl  
Rex and Brenda White

David and Beverly Brenner  
Sylvia Guyton  
Carolyn Marshall  
Jack and Barbara Montague  
J. Challie Percy  
Michael and Lisa Richard  
Joseph and Mary Arden Walter





# PAUL & STEVE WIN FD WORLDS!!

(EDITOR'SNOTE: Because Paul has been competing in Europe since AYC's Olympic fund raising efforts, he hasn't had a chance to tell each of you how much he appreciates your help especially knowing you have Doug Kern's team to help too. What Paul could do, however, is sail his best and win the FD Worlds in Cadiz, Spain, and fax home daily reports of his progress. The following is an account of Paul and Steve's victory from the champs themselves.)

## US-492 RACE REPORT, FD WORLDS - CADIZ, SPAIN (May 7-17)

We're racing on the Bay of Cadiz, not really Cadiz which is 30 minutes around the bay by car. We are at Port Sherry, a marina in a smaller town, Puerto Santa Marie. The marina is huge; we launch and live at Playa Asfaltica, "Asphalt Beach" for those who don't habla. We sail on the bay but it is no more than an indentation where we are on the Atlantic. We've been here two weeks training with a couple of days off. One day we were able to go to the World's Fair in Seville, about an hour and a half north. The other day off we sailed but cruised. We went out to watch the start of the Columbus Race. There were about 30 tall ships racing to Puerto Rico. Very cool. Not the most competitive start we've seen, but it was impressive. There were none from the U.S. but many from everywhere else especially the Soviet Republics. Otherwise, we've spent a couple three days doing some re-rigging and miscellaneous boat work.

We had a practice race yesterday but when the RC blew a recall only about 20 came back. We led the fleet around the whole way only to find out the RC was on siesta and weren't going to finish us. Kind of an indication of the type of regatta management they have. Anyway, on to the real stuff.

Race #1: The forecast was for WSW 8-10, a light typical seabreeze condition. We've got a fairly good handle on the condition types here. The breeze shifts right through the afternoon. We started near the pin but wanted to work right. We got pinched off by the South Africans and tacked right not looking so hot. The breeze was light, 5-8, and very patchy. We slowly figured out the breeze was just oscillating, but not yet going right. We worked up the middle. As luck would have it the S. Africans were top 3 out of the left. We rounded in the 20's.

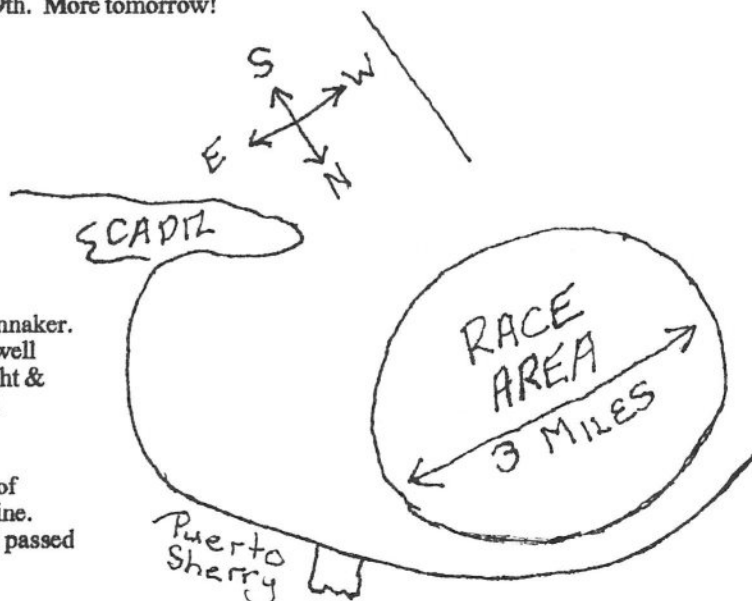
First reach we spent following a Russian roadblock as the parade stacked up behind us. We had a great gybe rounding using a new technique we've been working on and rolled E-70 Doreste. We passed 2 boats. Second beat was different; the breeze was building slowly and was starting to go right but oscillating as it did. We footed low after rounding the leeward mark in order to go right. We sailed through one header to get there which hurt later on when couldn't play shifts all the way to the mark, ran out of race course. Nonetheless, right was the way and we gained rounding about 15th. We gybe-set but the mark was moved to the right facing downwind. We went a little slow, but eventually got moving. We overstood, however, losing a couple of boats. Last was the same as the 2nd, but this time we played the shifts all the way up the right, and we also found some good fast wheels as the breeze built to 10-12. We passed mucho boats including D-21 and E-70. Finished up 9th. More tomorrow!

Race #2: The wind was light & patchy again today, but farther from the left (about 185°). We expected the breeze to go right again. Forecast was 300° at 8-12 knots. We had a good start near the boat and tacked right. Half way up the beat it looked like the left was way ahead. But we held on for a final right shift and rounded the first mark in about 10th place.

The 1st reach was very light and we had to gybe for reach mark. No boats & lost. We took down our spinnaker. The left was favored again, and we played the shifts well enough to stay even. We passed 2 boats that went right & lost 2 that went left. (The leading boat at the leeward mark, US-188, went right & lost 10 boats.)

We had a very good run tactically. Five boats ahead of us went on starboard gybe all the way to the port layline. We followed them working low and gybed inside and passed 5 boats because they overstood.

The last beat we were working left, but Steve saw the right coming in. We passed one boat but got passed by another that went farther right. We finished 5th. A good day. Forecast for tomorrow is 10-20 knots from the east.



## PAUL & STEVE WIN FD WORLDS!! (cont'd)

Race #3: Whoa! Was it windy today. 15-30 knots out of the east. It is called the Levante wind. It comes up from North Africa.

The race was started on time at 1 pm. We decided to start near the favored boat end and go left towards the shore to take advantage of puffs coming off the shore. This worked well but the boats that started at the pin & got to shore first seemed to be crossing us. So we tacked under the group of leaders. This worked well; Steve found some amazing shifts in the middle of the course & the guys that went hard left had to eat a header coming back. Anyway, we led around the first mark by about 50 yards. We rounded in a big puff so we did not set the spinnaker 'til 1/2 way down the first reach.

The 2nd reach was windier, & we got a large blast that almost flipped us, so we took our spinnaker down and jib-reached to the mark. One boat pasted us while we did this, F-195. The second beat we played the shifts.

We set our spinnaker & passed the leader F-195 but got passed by the 3rd place boat K-358. K-358 had a bad leeward mark rounding when their jib did not unfurl. So we regained 1st place. We covered K-358 left but got passed by F-195 who went a little to the right. We split tacks with him & coming into the finish it was very close with us coming in from the right & F-195 from the left. It was the windiest of the day at about 30 knots. F-195 tacked underneath us & beat us by a half a boat length. A fun race! LATER: F-195 got disqualified by the measurement committee for no life jackets on board. This moved us into 1st for that race. It's supposed to be windier tomorrow.

Day #4, Race #4: I thought it was windy yesterday! Today it's blowing 40 knots. Steve and I had a little trouble sleeping in the tents. (Actually, mine got destroyed yesterday from the wind.) Races were canceled for the day. Tomorrow was a reserve day, but now we will race. Forecast is 10-15 knots from the S.E. More tomorrow.

Race #4: The strong easterly Levante winds had less hold on the weather today, but winds were still strong -- 15-20 S-SW, medium chop, flooding current. The boat end was a little favored and the breeze was expected to go right slowly and already had been. We started about 1/3 down, just barely kept D-21 Boissen-Noeller from pinching us off. After several minutes we got a small header and tacked right as planned. We did get a right shift to work back on, but something was giving the left-hand boats some leverage. We played one more shift and got around the mark in 6th.

After a good set we rolled the Russian. Current forced us high and when working down to the mark we caught right up to 2nd overall, Murray Jones/Knowles K2-111. We had a fair gybe and got high on them and after 100 meters got over them too. Next we rolled some Swiss guys with just better speed. We rounded 3rd.

We tacked to the left as soon as we were clear of the chutes thinking we would see if there was more breeze on the left. G-74 Batzell/Lang were leading but they broke their boom leaving us in second behind 3rd overall, OE-12 (Austrians). There seemed to be more wind left so we set straight to work right on the run. Not a great set as the mainsheet ratchet block had come off on the beat and the main couldn't be cleated. K2-111 got behind and close inside as we neared the layline. The Austrians were still going as if they didn't see the mark. When we gybed we were overstood, more than K2-111 but over OE-12. It was a great wave angle, got over OE-12 and well out from under K2-111 into 1st where we stayed solidly to the finish.

Race #5 (5/15): Another very windy day blowing 20-25 knots at the start and increasing to 25-30 with gusts to 35 knots at the end. We used our flattening reef in the main because we raked the mast back so far the boom was hitting the deck.

1st start was general recall. 2nd start got off OK but we didn't. We got run over by a German boat about 5 seconds after the start, almost knocking Steve off the wire. We tacked right & knew we had a lot of work to do to catch up. We hit a few shifts up the middle but it looked like the left side (near the shore & flatter water) was winning big. We got a little more right shift toward the end of the beat & 3 boats overstood. We snuck around in 4th place.

We passed one boat on 1st reach by setting our spinnaker first but were too conservative on 2nd race & took spinnaker down. Got passed by 3 boats. Next beat was similar to first. We went up the middle with most of the leaders going left. We caught one boat & rounded 5th. The 2nd place boat, S-106, flipped on the run. We also passed the French boat, F-245, when they wrapped their spinnaker on a gybe. We rounded the leeward mark in 3rd with the Israel boat, IS-11, winning and G-74 in 2nd.

The last beat we stayed to the right of the leaders. They were going hard left. We lost one boat the last beat, Adrian Stead from England. He had good speed & went hard right. Forecast for tomorrow is 30-35 knots out of the SE. Two races left. More then ...

## PAUL & STEVE WIN FD WORLDS!! (cont'd)

Race #6: Morning before was a little hectic. We had an early start and during the night our spinnaker disappeared from the boat, and we had to quickly measure a new one.

We had an OK start and worked left in the 20 knot easterly, but the breeze wound right a little. We rounded pretty deep - 20's. We caught a couple on the really tough reaches but not much. Second beat & run we moved up to top ten right behind Potma & Jones/Knowles at the last mark, but we went the wrong way. K2-111 got up to 4th, Potma 8th. We dropped to 16th. We were still winning, but not by much.

Race #7: We had a poor start at the boat and tacked out, but K2-111 was worse off behind us. We had to work right a little, and it was bad. We rounded the 1st mark early teens right on K2-111's transom. We had a good set, rolled them and put on 100 meters by the bottom mark. Great 2nd beat, got up to 5th. Run was scary as we lost some distance, but all we had to do was sit on K2-111 to the finish. This was no problem. We finished 8th. WE WIN!!! See y'all at home.

## TOP SIX FINISHERS -- FINAL RESULTS

- 1st -- Paul Foerster, US-492, USA
- 2nd -- Murray Jones, K2-111, New Zealand
- 3rd -- Thierry Berger, F-245, France
- 4th -- Willem Potma, H-333, Holland
- 5th -- Luis Doreste, E-70, Spain
- 6th -- Adrian Stead, K-358, England

# **PAUL GIVES A SPECIAL THANKS TO ALL HIS AYC FRIENDS WHO HELPED REACH THE \$2,460 CAMPAIGN MARK ...**

## GOLD CONTRIBUTORS (\$100 or more)

Kirk & Janis Livingston  
Mike & Jean Haggerty  
David & Mary Cheney  
Knox Key & Mary Hobart  
Ravi Subramanian  
Keith & Bonnie Lackey  
John & Cathy Mandell  
Vicki & Jack Bremer  
Austin Yacht Club  
J-24 Fleet

## SILVER CONTRIBUTORS (\$60-\$99)

Frank McBee

## BRONZE CONTRIBUTORS (\$30-59)

Kurt & Norma Carson  
Tim & Karen Arnold  
Della Pearson  
Bruce & Claudia Foster  
Richard & Sheryl Whitehill  
Ann Baylor  
Jim & Cynthia Casto  
Vic & Pat Manning  
Jon Fitch  
John & Louise Vance  
Kelley Clark  
Pat & Beverly Kimbrough  
Tim & Linda Erwin  
Barbara Hawn  
Allan Hawkins  
Bill & Leslie Smith  
Chuck & Jean Strehli

"WHY IS IT THAT EVERYONE ELSE AROUND US IS GOING FASTER?"  
"HOW CAN THAT BOAT POINT SO MUCH HIGHER?"

Well,..... **WHY ASK WHY ????**

Steady wind conditions? Lake Travis? NOT! Lake Travis is known for its variable winds. So, why do most people sail with their halyards and jib leads set for steady wind conditions?

1. Because halyard adjustments can't be made quickly and easily enough. It usually involves 2 or more people moving around the boat and by the time the sail is trimmed correctly, the wind has changed.

2. And if you do adjust the halyard tension, you need to move the jib lead position to compensate. Here's why. When a gust hits, if you tighten the halyard, the sail and the clew both rise. This steepens the sheeting angle and has the same effect as moving the jib lead forward. This is exactly opposite of what you need. Because the sheeting angle increases, it pulls down harder on the leech and does not allow the top of the sail to twist off and de-power.

But, wouldn't it be great if you could move your jib sheet lead aft and move the draft forward in those strong gusts of wind? AND wouldn't it be great if you could move your jib sheet lead forward and move the draft aft in the lulls?

TAA DAAA! A Jib Cunningham is the answer. Here is how it works:

You set your halyard and jib lead positions for low wind conditions. Then, when the wind velocity increases you tighten the cunningham on the jib. This moves the draft forward in the jib, which lowers the sail ( and the clew) so the sheet lead angle is less steep. This has the same effect as moving the lead aft which flattens the bottom part of the sail and allows the top to twist open. Bingo!

The cunningham adjustment should be positioned so that the foredeck crew, who has the best view of the puffs and lulls, can play the cunningham. These adjustments can be made with minimal mechanical advantage and it also keeps the foredeck involved in the upwind leg.

Take advantage of the wind before it takes advantage of you.

JOHN BARTLETT

If there is a topic you would like to see discussed in this series, please make inquiries to John Bartlett at (512) 266-1895 or digital pager 873-5646.

# SPRING SERIES RACE RESULTS

## J-22

1. Bill Mitchell
2. Bruce Foster

## J-24

1. John Schmidt
2. Danny Lien
3. Kurt Carson

## SC-21

1. Ray Shull
2. Duane Dobson
3. Pat Feagin

## Ensign

1. Tommy Kozlowski
2. George Dahmen

## Catalina 22

1. Bill Morack
2. Joe Roddy
3. Walter Allan

## Centerboard Portsmouth

1. Tom Gunderson, M-20

## PHRF A

1. Russell Painton, J-29
2. Terry Meyers, J-29
3. Mike Mayfield, Olson 30

## PHRF B

1. Mike Chambers, Olson 25
2. Guy Stewart, Moore 24
3. Rick Sharp, J-30

## PHRF C

1. Eddie Calogero, SJ 7.7
2. John Vance, Pearson 26
3. Trenton Wann, SJ 7.7

## PHRF D

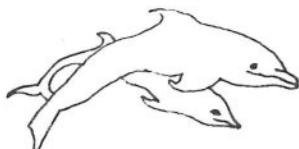
1. Louie Soeffje, Ranger 23

## PHRF E

1. Imre Szekelyhidi, Cal 9.2
2. Vern Harris, Hunter 26.5
3. Dave Boerner, Cat. 30 TM

## PHRF F

1. Tom Gairloff, Harmony 22
2. Mike Allen, Cat. 25
3. Hal Hayden, Cat. 25



# MID-SPRING SERIES RESULTS

## Centerboard Portsmouth

1. Pat Manning, Lightning

## C-15

1. Gretchen Tippit
2. Keith Lackey

## J-22

1. Max Rockoff
2. Tripp Alyn

## J-24

1. Michael Wellman
2. John Schmidt
3. Danny Lien
4. Ravi Subramanian

## Ensign

1. Tommy Kozlowski
2. George Dahmen

## SC-21

1. Ray Shull
2. Pat Feagin
3. Steve Gay

## Catalina 22

1. Joe Roddy
2. Walter Allan

## PHRF A

1. Steve Vaughan, Soverel 33

## PHRF B

1. Tom Lott, Lindenberg 26
2. Carl Morris, Merit 25
3. Bob Goldsmith, Fun 23

## PHRF C

1. Tommy Gairloff, Harmony 22
2. Bob Farmer, Capri 22
3. John Vance, Pearson 26

## PHRF D

1. Hal Hayden, Cat. 25
2. Ty Johnson, Pearson 27

## PHRF E

1. Glenn Bilawsky, Fun 23
2. Imre Szekelyhidi, Cal 9.2
3. Larry Gensch, Hunter 34

## PHRF F

1. Tom Wood, Cat. 28
2. Ken Miller, Cat. 25
3. Ron Howard, Cat. 22
4. Jim Van Fleet, Pearson 26





## IT DOESN'T GET ANY BETTER THAN THIS ... !!!

by Tripp Allyn

A case of Old Milwaukee? (Nope) ... The Swedish Bikini Team? (Nope) ... A new Laser sail? (Well, maybe) ... A ride on an America's Cup boat? (NO WAY!!)

Yes, WAY!! When I was asked if I wanted to go for a sail on STARS & STRIPES I did not even stop to think if I had laundry to do or had to rotate my tires. "YYYYYESSSSS," I replied calmly (yeh, right!). This was the exciting culmination of a trip to California that included visits with three winners of the '58, '70, '80, '87, and '88 America's Cup matches.

Upon arriving in San Diego I was told that I was expected at the AMERICA3 dining hall for dinner with Graham Hall, their coach (and an old friend from N.Y.). During a tour of their compound I got to see the sail loft where they could build their own sails and a sailcloth sewing machine the size of a Buick. The television cameras mounted in the upper mast (for checking mainsail draft stripe depth) were high tech. The keels were shrouded and the machine gun nests appeared menacing so I decided not to chance a dash under the "modesty skirts" for a peek. The weight room indicated a dedication to conditioning (no se hablé WIMP). In the conference room they had video editing equipment to facilitate the review of each day's sailing, tactics, crew performance and conditions. Also, they have a nifty North Sails computer simulation which includes blanketing effect, additional slowing for sharper turns, drift and acceleration delay -- all tuned to the IACC boats. It took a while to get "in the groove." It was great to see several old friends in the crew. A3 is a class act!

After visiting former UT team captain Jeff Johnson at the San Diego YC (where he is the junior program director) along with the America's Cup (which I last saw in 1974), it was time to see the International Center. San Diego really is putting on a show with tents and displays for each of the syndicates. There is a grinder station hooked up to a readout so that you can see how you and a friend would fare against the best. The TGIF center has a giant screen so that you can relax and see incredible tele-shots of the IACC boats, live or taped. The flavor of the different cultures was interesting.

Over at the STARS & STRIPES camp I had a chance to speak to D.C. and tour the compound. One of the catamarans from 1988 is there along with the BETSY which is their tender. After watching the practice session from the BETSY the inflatable came over and I hopped on it for the short ride over to S&S. What a thrill! It is a giant sled with an open cockpit area and EVERYTHING superlight. I was amazed at the lightness of the spinnaker pole and boom -- lots of structural rigidity but superlight. The 20 foot graphite sandwich battens were amazing. As you look up the expanse of mainsail to the 110 ft. masthead a feeling of awe overcomes you. BUT the speed is the best thing of all ... WOW! John Bertrand, their strategist, is driving and has her moving nicely (he was involved with the Beach Boys' campaign). NOTE: STARS & STRIPES is out but they're a great group of guys too!



1992 AUSTIN YACHT CLUB  
WOMEN'S RACING CAMP

---

Great training for Adams Cup wannabees!

Come be a part of Austin Yacht Club's women's racing tradition by participating in AYC's 1992 Women's Racing Camp. The camp is designed for women who have considerable crewing experience and a strong working knowledge of boat handling.

EMPHASIS:   ● Body mechanics and techniques for each crew position  
                  (foredeck, spinnaker flyer, and jib trimmer)  
              ● Rules  
              ● Wind  
              ● Racing tactics  
              ● Cooperative spirit unique to women's teams

BOATS:       Keel boats only with an owner and instructor on each

SCHEDULE:   Saturday and Sunday, July 25 and 26 (days only; no over-  
                  nights)

- Saturday, July 25, 8:30 a.m. to 4:00 p.m.
- Sunday, July 26, 8:30 a.m. to 3:00 p.m.

COST:        AYC members...   \$40  
              Others.....   \$60

Included in cost: meals, boats, instruction, fun

Registration is limited to 24 participants.

AYC members have registration priority through June 30.

**Deadline for all registrations is Friday, July 17.**

\*\*\* Please see accompanying registration form \*\*\*

---

AUSTIN YACHT CLUB  
1992 WOMEN'S RACING CAMP

---

Registration

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE (indicate preferred): Home \_\_\_\_\_ Office \_\_\_\_\_

REGISTRATION FOR (check/fill-in the blanks):

\_\_\_\_\_ AYC member. . . . . \$40

\_\_\_\_\_ Non-member. . . . . \$60

Your guests are welcome to join us for Saturday  
night dinner. The cost is \$5 per guest.

\_\_\_\_\_ (number) dinner guests @ \$5 each . . . . . \$—

Total. . . . . \$—

Check enclosed \_\_\_\_\_ Charge to AYC account # \_\_\_\_\_

SAILING EXPERIENCE (include regattas/series-races/crew-work/etc.):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Deadline for all registrations is Friday, July 17.** No telephone reservations will be accepted. Check or AYC account number must accompany registration form. Return form to

Austin Yacht Club  
5906 Beacon Drive  
Austin, TX 78734  
512-266-1336

# The Final Telltale?

by Jay Allen

Okay, guys. Here is a recap of our sailing activities for the past eight weeks and some newsworthy events: (please forgive the style ...)

BAYLOR WOMEN'S REGATTA -- 1st, 6 races, 6 bullets, KIM YOUNG (skipper) and HEATHER FULLERTON (crew). Way to go!!

LONGHORN CUP -- 1st, 6-0 undefeated in team racing, SUNG OH, KIM, and I skippered. HEATHER, JESSE MURDOCK, RUSSELL VINIK, and KATHRYN HAMMOND crewed.

HINMAN'S ELIMINATION -- 2nd, runner-up to Texas A&M, same format, skippers, and crews as above.

SEISA TEAM RACING CHAMPIONSHIPS -- 3rd, behind A&M and Tulane, same crews and skippers.

SEISA WOMEN'S CHAMPIONSHIPS -- 1st, and going to Nationals, KIM Y./HEATHER F. low point A; KIM NOLAN/KATHRYN HAMMOND low point B.

SEISA DINGHY CHAMPIONSHIPS -- 3rd, behind A&M and Tulane, me/HEATHER F. A-division, SUNG O/JESSE M.

The Women's team is going to Nationals!!! (Mom, send money ...) This will make it a record consecutive 426 years ... Congratulations, girls!!

I am sitting out of the Fall season to save my eligibility for Spring. I will still be on the team, I just won't race in collegiate regattas. So I have resigned my position and we have elections for Fall. Our new officers are:

Captain	-- SUNG OH
President	-- JOE SIRCELY
Sec'y/Treas'r	-- THOMAS BURKE
AYC Rep	-- KIM YOUNG
UT Rep	-- KATHRYN HAMMOND
Women's Captain	-- KIM YOUNG
Fleet Captain	-- JESSE MURDOCK

Good luck to the new officers! I would like to thank AYC for allowing us to race in the Sunday Series races. RAVI finished 4th in the J-24 fleet and I finished 5th with our UTST crews. I would also like to thank BOB KIERAS for letting me sail CAPTAIN AMERICA. It has been a very positive experience for everyone involved.

Congratulations to our graduating seniors: KIM NOLAN and HEATHER FULLERTON. KIM will be going to graduate school in Boston and HEATHER will be attending Baylor Medical School in Houston. Both will be sorely missed ... right, Fred? Well, that's about it ... Thanks again, AYC!!

Love,



# 1992 SPRING REGATTA RESULTS

## ONE DESIGN TROPHIES

Sunfish	3 boats	1. Bruce Foster
Capri 22	4 boats	1. Terry Reitz
Buccaneer	4 boats	1. Jim Rehage
Flying Dutchman	4 boats	1. Quentin Baker
J-24	6 boats	1. Kirk Livingston 2. Dave Broadway



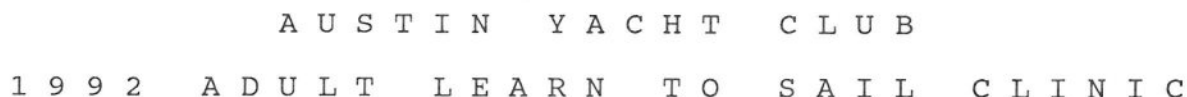
CALIFORNIA CUP-winner of the largest one-design fleet  
J-24 Kirk Livingston

## LONG DISTANCE TROPHIES

PHRF-A SPIN	6 boats	1. Steve Vaughan 2. Terry Meyers	Soverel 33 J-29
PHRF-B SPIN	7 boats	1. Michael Coats 2. Walter Zagst 3. Guy Stewart	J-22 Soling Moore 24
PHRF-C SPIN	2 boats	1. Eddie Calogero	San Juan 7.7
PHRF-D SPIN	5 boats	1. Ray Shull 2. Tommy Kozloski	South Coast 21 Ensign
PHRF-E NON SPIN	6 boats	1. Ray Lott 2. Dick Van Hooser	Lindenburg 26 Merit 25
PHRF-F NON SPIN	7 boats	1. Bill Byrum 2. Grant Wolfe 3. Bob Goldsmith	Santana 25 Holder 20 Hunter 28.5
PHRF-G NON SPIN	11 boats	1. Calin Popescu 2. Tom Cummings 3. Robert Chilek 4. Kenneth Miller	Catalina 22 Irwin 25 San Juan 21 Catalina 25
PORTSMOUTH	4 boats	1. Tom Romberg	M-20

LAKEWAY DRIFTWOOD TROPHY-winner of largest long distance fleet  
PHRF-G NON SPIN Calin Popescu Catalina 22





EMPHASIS	Basic sailing skills for beginners including: Water & Boating Safety Launching and docking Righting a capsized boat Maneuvering Points of Sail Basic rules of right of way on the water
BOATS	Sunfish (please bring your own boat)
SCHEDULE	Saturday, June 27th, 8:30 AM -- 4 PM class 4:00 PM -- whenever watch/race the regular AYC evening series races Sunday, June 28th, 8:30 AM -- 4 PM class
COST	AYC members ..... \$40 Non-members ..... \$60
DEADLINE	June 21, 1992
LIMITED	to 20 participants (one per boat)
LIFEJACKET	Participants are required to bring and wear a lifejacket
FOOD	Coffee and donuts will be provided both days Lunch will be provided both days Dinner - on your own

JUNE 27-28, 1992 ADULT LEARN TO SAIL CLINIC

REGISTRATION FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

PHONE (HOME) \_\_\_\_\_ (OFFICE) \_\_\_\_\_

REGISTRATION FOR (circle one)

AYC Members ..... \$40

Non-AYC Members ..... \$60

DEADLINE FOR ALL REGISTRATIONS ..... June 21, 1992

I AM PAYING BY CHECK \_\_\_\_\_ CASH \_\_\_\_\_ CHARGE (NUMBER) \_\_\_\_\_

I WILL BE BRINGING A SUNFISH \_\_\_\_\_ SAIL NUMBER \_\_\_\_\_

SAILING EXPERIENCE \_\_\_\_\_

THINGS I WOULD LIKE TO LEARN \_\_\_\_\_

Paid registrations will be accepted on a first-come/first-serve basis. Check, or AYC charge number should accompany registration form. Individuals charging to an AYC account may register by FAX at 266-9804. If you have any questions, you may call AYC at 266-1336. The mailing address is:

AUSTIN YACHT CLUB  
5906 Beacon Drive  
Austin, Texas 78734-1428

In attending this clinic, I release Austin Yacht Club, its officers, member, agents, and counselors from all liability for injury to myself or my boat, that arise out of the conduct of the clinic.

\_\_\_\_\_  
Signature Date

+++++  
+for office use only +  
+ +  
+date recd \_\_\_\_\_ amount recd \_\_\_\_\_ check/charge \_\_\_\_\_ +  
+++++

# **Austin Yacht Club**

## **SAIL TRAINING CALENDAR**

### **Adult CPR**

Sunday, June 7, 9 a.m.-1 p.m. -- \$10.00.  
Registration Deadline: Wed., May 27.  
Call 266-1336.

### **Adult Learn to Sail Clinic**

Learn to helm small boat; basic safety; right-of-way; terminology, and wind.  
Sat., June 27 & Sun., June 28, 8:30 a.m.-?, \$60 non-AYC, \$40 AYC.  
Registration Deadline: Sun., June 21.  
Return registration form to AYC office.

### **Women's Race Camp**

Race & crew skills on keel boats for intermediate-advanced.  
Fri./Sat./Sun. July 24-26, \$60 non-AYC, \$40 AYC.  
Registration Deadline: Fri., July 17.  
Return registration form to AYC office.

### **Basic Water Safety**

Learn to recognize and prevent water accidents.  
Sunday, August 2, 8 a.m.-5 p.m., \$20.00.  
Registration Deadline: Fri., July 24.  
Call 266-1336.

### **Race Clinic**

Strategy, tactics, speed for intermediate (land clinic).  
Sat., October 10, 9 a.m.-4 p.m., \$10.00.  
Registration Deadline: N/A.  
Call 266-1336.

# June, 1992

## Austin Yacht Club




Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 AYC Office Closed	2	3 Sunfish/ Laser Racing 6 p.m.	4	5 Emergency Water Safety 7-10 p.m. Fri., 6/5 and Sat., 6/6 9 a.m.-3 p.m.	6 Evening Series #1 5 p.m. (Keel F) PB&J Series 10a.m.-12:30
7 Jr. Camp June 7-12 Adult CPR 9 a.m.-1 p.m.	8 AYC Office Closed	9	10 Sunfish/ Laser Racing 6 p.m.	11 Membership Committee 8 p.m. Jr. Coaching Sessions 6 p.m.	12	13 Evening Series #2 5 p.m. (J-24) TYA Sears/ Bemis/Smythe PB&J Series 10 a.m.-12:30
14 Jr. Camp June 14-19 TYA Sears/ Bemis/Smythe	15 AYC Office Closed	16	17 Sunfish/ Laser Racing 6 p.m.	18 Jr. Coaching Session 6 p.m.	19	20 Evening Series #3 5 p.m. (Keel E) PB&J Series 10 a.m.-12:30
21 Jr. Camp June 21-26	22 AYC Office Closed	23	24 Sunfish/ Laser Racing 6 p.m.	25 AYC Board of Directors Meeting 7:30 p.m. Jr. Coaching Session 6 p.m.	26	27 Evening Series #4 5 p.m. (SC-21) Series BUFFET Adult Learn- to-Sail Clinic
28 Adult Learn- to-Sail Clinic	29 AYC Office Closed	30				





# July, 1992

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Sunfish/ Laser Racing 6 p.m.	2	3	4  Governor's Cup/Keel
5 Governor's Cup/Keel	6 AYC Office Closed	7	8 Sunfish/ Laser Racing 6 p.m.	9 Membership Committee 8 p.m. Jr. Training 9 a.m.-4 p.m. Jr. Coaching 6 p.m.	10	11 Governor's Cup/Ctrbd
12 Governor's Cup/Ctrbd	13 AYC Office Closed	14 <u>Telltale</u> Deadline	15 Sunfish/ Laser Racing 6 p.m.	16 Jr. Training 9 a.m.-4 p.m. Jr. Coaching 6 p.m.	17	18 Evening Series #1 5 p.m. (J-22)
19	20 AYC Office Closed	21	22 Sunfish/ Laser Racing 6 p.m.	23 AYC Board of Directors Meeting 7:30 p.m. Jr. Training 9 a.m.-4 p.m. Jr. Coaching 6 p.m.	24 Women's Race Camp	25 Evening Series #2 5 p.m. (Keel A) Women's Race Camp
26 Women's Race Camp	27 AYC Office Closed	28	29 Sunfish/ Laser Racing 6 p.m.	30 Jr. Training 9 a.m.-4 p.m. Jr. Coaching 6 p.m.	31	

July 1992

Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31					

# ENSIGN FLEET NEWS

by Tom Groll

Not wanting to shatter anyone's perception of Ensigns (or their captains) as being slow, I guess it's about time I submitted an article in the Telltale.

We held our annual fleet meeting back in January at BILL and KELLY HAWKS' fine home. We accomplished all the things we set out to do — beer drinking, joke telling, eating, hell raising — and still managed to elect our new officers. BILL passed the torch of fleet captain to GEORGE DAHMEN and I was bestowed the privilege of fleet secretary. We also discussed ways to promote one-design racing as well as all know that one-design is the only way to go. So if any of you other one-designers out there have any brilliant ideas, let's hear them.

Some other notes of interest:

BILL and KELLY HAWK gave birth to their new fore-deck crew (WILLIAM MARTIN). CONGRATULATIONS!!!

Some long-time Ensign sailors that have been missing in action over the last several seasons have been seen on the race course. CONGRATULATIONS!!!

TOMMY KOZLOWSKI and crew have been kicking our butts on the race course. CONGRATULATIONS!!!

JIM BAKER finally got his boat back in the water. CONGRATULATIONS!!! I finally got my boat out of the water. Big deal!

And finally, Ensign regionals are going to be held this year in Dillon, Colorado, the week of July 20. Nationals will be held in up-state New York in August. I will attempt to find out the particulars for anyone who is interested. Next year the regionals are at AYC followed immediately by nationals in Houston, so let's get ready for some serious sailing. See you on the race course.

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## CENTERBOARD NEWS

by Fred Stearns

I finally remembered the deadline for these articles before it was long in the past. This year has been just plain weird. The weather was just weirder than nothing else. No, I still don't know why Mark Rose no-showed his appearance at the Opening Day Ceremony. At least the lake is back down to "normal" pool elevation.

The racing schedule is sure full this year. I usually ride out the Spring Series on a keel boat. So this year we have two Spring Series, warm weather, and a warm lake full of algae. The warm weather and water has resulted in a larger centerboard turnout than I remember for the Spring

Series. The E-Scows are getting to be a regular feature. It IS possible to correct over an E-Scow; PAT and VICKI have been racing a Lightning and managed to win a 1st place trophy by correcting over the E-Scows.

JIM REHAGE has been working with other Buccaneer owners in the area to resurrect the Buccaneer fleet in Austin. They had a class at the Spring Regatta. They should be out for the Centerboard Regatta and the Centerboard Governor's Cup. Let's give them a warm welcome and convince them that they need to join AYC.

This summer we are starting out with a full, warm lake. Let's take full advantage of it. We never know how long it will last. I'll see y'all at Turnback and the Evening Series and other times on the lake.

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## C-15 FLEET NEWS

by Wade Bingaman

There is no truth to the rumor that our fleet has given up sailing and become professional race managers! It just seems like it. The fleet won the award for best race committee management of the Spring Series. We also supplied most of the race committee for the J-22 circuit. Not that we're going to stop there. STEVE CAUFFMAN and BONNIE LACKEY are in charge of Turnback Canyon and JON FITCH does the same for the Centerboard Regatta. That's pretty busy for a fleet with about 20 active sailors!

Just as a side note, race committee for the J-22 Circuit reports the LACKEY/FOSTER J-22 to have done a little fishing with their spinnaker. Don't they know drift nets are illegal in Lake Travis? Thank goodness the C-15 doesn't have that nasty sail!

Crew swapping was a success. The first two weekends of the Mid-Spring Series saw different crews with different captains each week. By all accounts it was fun. Light air both Sundays caused the usual havoc, but the sailing was very competitive. Just ask KELLY CLARK and I who went from first to last on the final beat of one race. VERY frustrating! Maybe we should have covered the fleet? Many thanks to the veteran members of our fleet for helping the rest of us.

Send STEVE CAUFFMAN some money. He reports that many of you haven't paid your fleet dues — just \$10. Pay up.

The first Saturday Evening Series will begin June 6. Plans are now to do a buffet after the races. Please let me know if you want to do this. If so, I'll get out a rotation list for food like last year so that everyone won't bring the same thing. I hope all of you who haven't gotten your boat wet yet will join us this series for the racing and food. Both should be great.

## LASER FLEET NEWS

by Fred Schroth

JOHN is buying a new boat. DOUG is in the Olympics. KEN is buying a new boat. PAUL is on his way to the Trials. HANK is buying a new boat. CLAUDE brought a boat from the bottom of the world. FRED is buying an old used boat. RAVI is buying a new used boat. SCOTT isn't really Young; he's too old. HAP isn't.

Fourteen locals at a time seems to be our size this year. That includes Easter and probably Centerboard and Governor's Cup. The interesting part is that only about five boats make any three events in a row. Thirty-two locals participated in the first three events and a lot of regulars haven't shown up at all yet. VERNON, KAREN, LINDA, BECKY, LIZ, JEFF, KURT, KIRK, DAVE, ALLAN, PHIL, BARB, BOBBY, JONATHAN, JOHN, DEBORAH, AND SCOTT (who is too old) haven't even sailed once.

As of mid-May, FRED is still planning to sail in the North American championships in Oregon in July. This is probably great news for the fleet as all of us know FRED may have a vehicle that can make it there, but he doesn't own one that could possibly make it both ways. The vehicles are all too old ... like SCOTT.

The fleet has averaged ten folks at the Chuy's-Wednesday-After-the-Races pig-out. FRED and AL TRIPP HERB BIFF BUDDY JUDGE YO ALYN keep showing up the crowd by leaving last, which brings us to the big prize of this boring article. We are holding a Name the USYRU-turned-US SAILING judge contest. AL doesn't want to be AL anymore. HANK refused to become AL, and all the women in the club were relieved to know that HANK's second two names don't go to MR. ALYN either, although AL THE HUNK does have a certain ring to it. Anyway, let's all help rename AL A. (initial only) ALYN. Suggestions can be sent to the Telltale Editor or the DPS. Obscene names are disqualified as we are talking about a fellow who sails and when used at real yacht clubs everybody would answer at once. We also can't call him SCOTT because our judge is not too old to sail.

That's it until July when I will either write a lovely travelogue or a cranky article about how I spent the month in an old folks home playing shuffleboard with SCOTT.



## SUNFISH

by Pat Manning, Fleet Captain

Well top billing in this news article has to go to the **date change** for the **SUNFISH SOUTHWEST REGIONALS**; the AYC Board approved changing the date to **Sept 12th & 13th** instead of Sept 19th & 20th. The reason for the change was so that it wouldn't conflict with the SUNFISH WORLDS which are being held at Houston Yacht Club Sept 19th through the 25th. Even though the Worlds are a qualifying event, and would therefore only effect a couple of regional Sunfishers we thought we could draw more boats to our event as a warm-up; and it would allow some of us to go to Houston to watch or to help. The other advantage to the date change is that the AYC Singlehanded Championships which were already scheduled for Sept 12 & 13 will now be held concurrently with the SW Regional in Sunfish. What a great way to find out who our Club champs really are. By the way, this also means that the first Fall Series race will now be on Sept 20th.

We need to welcome some newcomers to Fleet 70; they are: Bonnie Ayres, Tommy Barnes, Pete Canizaro, Cynthia Casto, Stan Irvin, Dayna Mosier, Gary Payne, Mary Sikora, Rita Schnzlein and Tom Wood. Also, Martha StRomain has just joined AYC. Let's try to make all these people welcome when we see them on the lake in their Sunfish or around the Club on Wednesdays.

On April 26th Vic Manning took a trip to Houston to make a fleet purchase of racing sails; the new proud owners are: Vicki Bremer, Pete Canizaro, Martha StRomain, Nelson Reynolds, John Welch and Diane Zabasnik. Be looking for these all people at the front of the fleet just like Nelson at the first Wednesday night races. The fleet price is \$235 and a minimum order is six sails. Let me know if anyone else wants a new sail or new boat.

If we want to be scored as a fleet in any of the AYC Series events we have to guarantee a minimum of five boats for the series and declare our intention to the PRC in charge of that series before the series begins. Of course, since these are single-handed boats, each skipper must be an AYC member. Please let me know if you can commit to a series and which series that would be and I'll take care of the rest of the details.

Till next time, ...Gone Fishin'

# AYC JR. SAILING PROGRAM

## Jr. Sailing Camp

AYC will offer a series of week long sailing camps for Austin area youths ages 8-16 beginning June 7 and continuing through June 26. Registration is open to the public. Activities will be geared toward an appreciation and joy of water sports with emphasis on basic sailing skills, water safety, and boat care. Three day camp sessions will be offered.

Camps are for all skill levels and campers will be divided into groups according to skill. No sailing experience is required although a swimming test will be conducted at the time of registration to determine swimming proficiency. In addition to the swimming proficiency test all campers will be required to wear Coast Guard approved life jackets at all times on the water. A ratio of one instructor to every five campers will insure close supervision.

Completely fill out a STUDENT REGISTRATION FORM (available at the AYC office) and return it to AYC with a \$50.00 deposit to reserve a camper's place. An AYC member may have the deposit charged to their account. Mark alternate camp dates in the event that the first selection is filled. Once the student registration form has been received and processed, a confirmation letter and packet of other camp materials will be sent to the camper. The camp director may call to clarify information on the application before confirming the camper's acceptance to camp.

**A CONFIRMATION LETTER SENT TO YOU WILL INDICATE ACCEPTANCE TO CAMP.**

Camp registration will close June 2. After that time campers will be admitted as space is available.

**ATTENDANCE IS LIMITED TO 20 CAMPERS PER SESSION**

**DAY CAMPS** -- June 7-12, June 14-19, and June 21-26.

**COST:** \$225.00 (Non-Members), \$175.00 (Members).

A \$50.00 discount for second registration or second week will be given. And to qualify for AYC member fees a camper must be a member's child, step-child, or grandchild.

Parents may drop their child off after 7 a.m. and pick them up after 6 p.m. Instruction will begin at 8:30 a.m. and will end at 5 p.m. Breakfast, lunch, and afternoon snacks will be provided during the camp.

**Jr. Training** -- A continuation program for AYC juniors, ages 8-16, will be held on Thursdays only from 9 a.m.-4 p.m. each week in July and August. Cost of this program is \$75.00 per student and includes lunch. This program is designed as a continuation of the summer camps with specific goals and course objectives. Each student will receive qualified training based on individual capabilities in either the Optimist, Sunfish, or Laser. Registration deadline for this program is July 1.

**Jr. Coaching** -- Each Thursday evening in June through August at 6 p.m. a coaching session will be held for both juniors and adults who want to build confidence in their sailing abilities on a race course. Each session will have on the water instructors who will provide guidance and immediate feedback to students. Specific objectives will be explained and practiced during this session. Cost of the program is \$25.00 for the summer and students need to register prior to the first night they participate.

**Peanut Butter and Jelly Series (PB&J)** -- For juniors aged 5-8 who want to learn basic boating and water safety skills while learning to sail the Optimist Dinghy. Classes will be held in June and August on Saturday mornings 10-12:30. Cost is \$10.00 per child per series and includes a PB&J lunch. Registrations need to be in before sailing in the series.



# MEMBERSHIP DIRECTORY UPDATES

## -----NEW MEMBERS (clip & save)-----

BOYD, Steven & Kathy (Assoc. Mbr.)  
Cindy (20), Shane (14)  
1106 Batavia Dr.  
Pflugerville, TX 78660 -----251-7890  
Phoenix Motor Works -----474-2072

BURTON, John & Kim #1047 (Assoc. Mbr.)  
7107 Carlwood Dr.  
Austin, TX 78759 -----335-2351  
Compu-Add/Technical Writer -----250-2063  
Scientific & Eng'g Software (Kim) -----329-9740

CANIZARO, Peter & Hollie Mulhaupt #1083  
9306 Bordley Court  
Austin, TX 78748 -----280-8902  
McNeil Pharmaceuticals -----?  
Sunfish #76585

HANSEN, Stephen #1168  
7800 San Felipe #404  
Austin, TX 78729 -----219-6371  
Skipper 20

SUBRAMANIAN, Ravi #1341 (Assoc. Mbr.)  
908 W. 26th St.  
Austin, TX 78705 -----477-7245

TIPPIT, Eric & Gretchen #1357  
8312 Fathom Circle #405  
Austin, TX 78750 -----250-9037  
UPC Child Development -----472-4984  
TX School Blind (Gretchen) -----454-8631  
C-15 #3107

## RESIGNATIONS: (please delete in your Directory)

BRENNER, David -- GUYTON, Sylvia -- SCHOLL, Jack

## PHONE # AND/OR ADDRESS CHANGES:

DAHMEN, George  
1609 S. 3rd  
Austin, TX 78704

BLAIR, Steven & Elizabeth  
12402 Old Salt Trail  
Austin, TX 78732

KOCEN, Byron  
3901 Cordova Dr.  
Austin, TX 78759

JENSEN, Mark & Marian (H) 510/484-5612  
5391-1 Black Avenue (W) 408/433-7898  
Pleasanton, CA 94566

FREDLUND, Eric & Tina  
200 Red Bud Trail  
Tewksbury, MA 01876

MIKESKA, Victor & Sally  
9275 Scenic Bluff  
Austin, TX 78733

HENDERSON, David & Lynda  
2500 Steck #32  
Austin, TX 78758

KERN, Doug (H) 472-9539  
1402 W. 13th, Apt. B  
Austin, TX 78703

LEVENS, Bill (W) 892-2874  
1809 Romeria  
Austin, TX 78757

KRAUSKOPF, Tim & Maureen  
1775 Andover St., #136  
Austin, TX 78746

# FOOTNOTES



A very special thanks to the Footnotes for donating their time and talent for the benefit of the Doug Kern Olympic Celebration on Friday, April 3. Their toe-tapping-can't-sit-still music was so impressive that two regatta chairs wanted to hire them on the spot!! Look for the Footnotes at this year's Governor's Cup Regatta.

Footnotes is a 5-piece band specializing in classic hit tunes of the 50's, 60's, and 70's. They have a knack for selecting the most familiar and most danceable songs of each period, songs which are loved by anyone who ever listened to a radio.

Although Footnotes has four talented songwriters, they rarely play their original material in live situations, preferring to give the crowd what it already knows and loves. Perhaps after their own songs have had enough radio "air-time" we will hear more of this untapped wealth of exciting music.

From the McCartney-Lennon influenced style of Dan Wenzel and Mike Castaro, the hard-driving southern rock style of Lee Thomason, the Motown sound of Sam Speranze, to versatile drummer Lynn Beaver's fluid yet powerful drumming, Footnotes is a highly diversified band with bright melodies, driving rhythms, and soulful harmonies. Yet they are welded together into a single vital unit, a unit whose only purpose is to life the spirits and move the feet of audiences everywhere.

For more information call: (512) 267-4124, (512) 259-2580, or (512) 835-8977.

# \* \* FLEET TALK \* \*

## A-FLEET NEWS

by Ted Smith

In the last episode, JOYSTICK was whipping up on the rest of the fleet in the first series race of the year. Well, guess what, JOYSTICK continued on to win the series with TERRY MEYERS also doing well and the rest of us... Well, let's not dwell on bad thoughts.

The Spring Regatta looked a lot like last year's Fall Regatta, the first race having patchy to nonexistent wind. Now, the weather liars had forecasted a northward shift in breeze, so I thought I had made a great start at the north end of the line. It was just a matter of time, right? This calm was just the north and south breezes fighting over who was stronger, right? The north would prevail, right? Well, sort of. The wiser STEVE VAUGHAN headed for the south shore, picked up a whisper of south wind and took off. The rest of the fleet followed suit, but no one was spared from falling into holes. After rounding C mark, that north whisper came in, helping to consolidate the fleet and I think everyone led at some point, but SOVEREIGN was victorious in the end, the course being shortened to ARK mark.

A south breeze filled in to make the afternoon race a drag-race to B mark. SOVEREIGN was again victorious, with TERRY MEYERS' J-29 and WINDWARD MAGIC trading 2nd's and 3rd's on the day.

Sunday's race was my favorite, even if the weather was on the damp side. Why? Because BLOWN ASSETS won, of course. SOVEREIGN was 2nd, earning them the first for the regatta with TERRY MEYERS' J-29 winning 2nd. The Mid-Spring Series started off with us doing race committee. Thanks go out to Bob Allison, Dave Balfour, Richard and Susan Trocino, the Spademans, the Vaughans and Roger Villos for helping in that endeavor.

In the above and beyond category, some of us went down to the coast to do the TORC this year. The Paintons and the Bernsteins did duty on Rick Smith's J36 FLYING CLOUD. I had the impossible duty of trying to replace John Bartlett and Eric Nelson on a Hobie 33 from Kansas skippered by Ron Nolan. I think we all had fun, but the weather was too mild to bring back any good stories. Eric may have a second opinion.

That's all for now. Hope to see you on the race course.

## B-FLEET BATTLES

by Tim Vicknair

As I sit here going over this year's very busy racing schedule I wonder if we have spread ourselves a little thin. If you have any opinions about this please let me or a PRC member know.

From my position as a crew member on a C-Fleet boat (for all but one race), I have noticed the return of TOM LOTT on his Lindenberg 26 for this Mid-Spring Series. He wasted no time in resuming his front of the pack position, fighting over those little ticks of the clock with RICK SHARP on his J-30. The light wind of this series seems to have disadvantaged the boats with shorter masts, separating the fleet into two groups. What do you think? Anyway, we will know the outcome of the series the Sunday I write this article.

How about this for an issue for B-Fleet? How do we get our fellow competitors back from E-Fleet? My answer -- support JOHN VANCE's proposal to change the scoring system for the non-spinnaker fleet. By support I mean let the PHRF officers know how you feel about it.

AYC's second largest regatta and a favorite of mine, Turnback Canyon, will take place May 23-24. Yes, this regatta has the blow-out party between races. Yes, you have to sail back with the same number of crew as you sailed up with. Yes, that rule will probably worry more than one skipper. Pray for wind and don't forget your sunblock.

America's Cup racing has certainly taken an upturn since the last defense. With the cost of these boats exceeding figures comparable to the Vanderbilt days, the product outclasses any racing boat I have ever seen (especially those 12-meter boats). These boats have produced some of the most exciting races ever seen in this event. I suppose the skinny boat with the extra light sails will win over the boat with the best skipper to come along since Dennis Conner. I wonder how much Bill Koch will charge for that carbon liquid crystal sail cloth?

See you on the race course.

## C-FLEET NEWS

by Vic Manning

Well, gang ... look out! Here come some fast boats in C-fleet. Guess who has the new "go-fast" bottoms? No, not yours truly. There are three new fresh bottoms in C-fleet: JOHN VANCE, WALT DWYER, and one to splash any day now, BAY PETERSON.

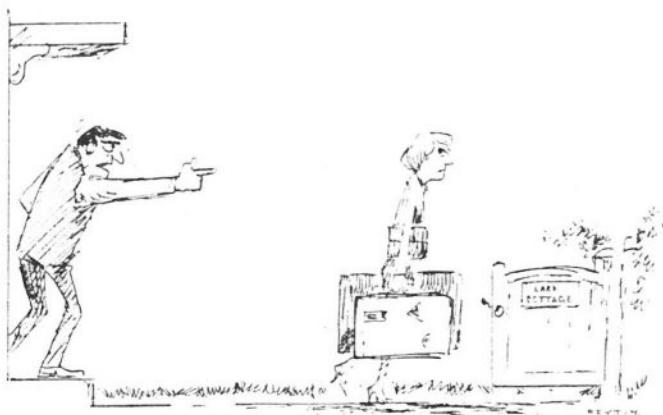
Not to worry, your C-fleet captain has taken steps to slow them down so that the rest of the fleet can catch them on the course. The secret will be revealed at the end of the June Evening Series.

For C-fleet members racing the evening series, C-fleet will have hamburgers and hot dogs after the race. All you need to bring is a side dish, your own drinks, and crew.

A special thanks goes to the following people for doing race committee duty on April 26:

RICHARD WHITEHILL  
GARY COOPER and crew  
BOB and SUZANNE FARMER  
JOHN and LOUISE VANCE  
DOUG LAWS and crew

Your help was greatly appreciated. We look forward to seeing the rest of C-fleet on September 13 for our other turn at race committee duty this year. Or we'll look for you to volunteer to help out with race committee duty for one of the regattas this year. If I don't hear from you, you may be hearing from me!!



*'And tell your mother why. I'd be club champion now if you'd popped that spinnaker up when I told you.'*

## D-FLEET NEWS

by Mark Bradford

As you may recall in the last article, I begged for you decent folk to stop me before I wrote again. Well, apparently no one was willing to come forward and make a stand for mental health or good taste for that matter, so feed my disease you mutant mariners!

Intense gratitude to those of you who showed up and worked race committee on May 3. Everyone anticipated, hustled, and generally backed me up. Had I realized before hand just how good you were going to be I would have worried a lot less. You never really learn these things until it's your turn in the hot seat. Next time I'll leave those asbestos shorts at the dock. When the wind is that unpredictable you really find out who your friends are. Hunter Thompson once said, "When the going gets weird, the weird turn pro." Sometimes when the wind gets weird, the weird are PRO.

Special thanks to BRUCE FOSTER, PRC, for course selections and a voice of sanity. LARRY RATLIFF, PRC, covered two bases as recorder and data entry. LOUIE drove the "pig," signaled, and recorded. LOUIE also gets recognition for best mutant mariner T-shirt with "Lake Lizard." JANET was queen of the recorders and reporters. I'll never grasp how some folks can write legibly on a rolling craft. I have trouble doing it on dry land. PAUL and ERIC FRELS worked hard and well setting marks while tolerating my urgent coaxing. Because they were actually willing to move "I" mark, they get the attitude award for the day. PRC members who were present showed relief when I elected to leave it in its normal location. Maybe next time guys. Do you think we should send 'em to "G" mark? TY and MARY LOUISE set a good line. PERRY timed, gunned, and advised dependably. Nobody whined except for me. Thanks again.

As Mother's Day approached I know we all thought appreciatively of Dear Ol' Mom. And to show you just how much you all mean to your Moms I took a phone poll with each of your Moms. Categorically they all replied, "If only my children would race in D-fleet, I could ask no more except to tell them to fly their chutes." Well, there you have it; the Mothers of America have spoken. Never mind that Mother's Day has passed us by this year already. But any day is a good day to do something nice for Mom.

As far as fleet scores in local events go, there are winners and there are others. I don't want to talk about it right now, OK pal? Read 'em on the clubhouse wall. NELSON REYNOLDS, BOB PILLMORE, and SUZANNE BRADFORD all had their 29th birthdays again this April. I hope to be partying with each and every one of you at Lago Vista during Turnback this year. Until then keep your painted side down and your masthead up. And call your Mother.



# E-FLEET NEWS

by Dave Boerner

Welcome to the fickle breezes of Spring. After a good start for the first Spring Series the winds kept the rest of the series interesting to say the least. Race #2 saw a good turnout in challenging breezes with strong finishes from BOAT and DUCK LITE in the lead again. That much dreaded bottom scrubbing in 68° water before the race proved beneficial for NO LE HACE as we gained on the long downwind leg to catch JOE THIEL driving PLAYPEN at "D" mark and hold on for third place points. Race #3 was a lay day as E-Fleet provided race committee. Many thanks to my crew from NO LE HACE and the crews from FREE SPIRIT and DINK<sup>2</sup> for all the help in setting a good, square course on time and without any problems. A special thanks to JOE RYMAL and BYRON WARREN of DINK<sup>2</sup> who turned out their entire crew for race committee!

The final race of the Spring Series found BOAT and DUCK LITE with a solid hold on the leading positions with PLAYPEN and NO LE HACE in contention for the remaining trophy. To keep things challenging we substituted a new crew on NO LE HACE — my former in-laws and their spouses from Green Bay, Wisconsin, who were enjoying their second time ever on a sailboat, the first being the previous Wednesday. After a slow start the Yankees also learned what a 720 is as we tried to sneak inside of PLAYPEN who was drifting wide of "I" mark with foredeck problems, but got caught! Fortunately JOE THIEL decided to drive PLAYPEN off on a flyer from the layline after "J" mark to visit Windy Point which enabled NO LE HACE to pass them for the finish. (P.S. Joe, the finish line is always a proper course.) The results of the first Spring Series were IMRE SZEKELYHIDI on BOAT in 1st, VERN HARRIS on DUCK LITE 2nd, and the NO LE HACE gang 3rd.

The NO LE HACE gang enjoyed Spring Regatta from the committee boat as we pulled race committee duty again. It was definitely the best place to be on Saturday as the fastest vessel at the starting line was a fish swimming on the surface through the entire fleet. Typically Sunday followed with cold, rainy, miserable weather. The results of the non-spinnaker races became a matter of endurance for the winner.

The Mid-Spring Series opened with a demonstration of the PHRF spread in E-fleet as OBSESSION raced non-spinnaker. According to the book there's a 90-second spread between OBSESSION and NO LE HACE at the other end of the fleet break, but I would have sworn it was a lot more than that as they walked away from the fleet. This series also saw the entry of another ultra light with GLENN BILAWSKY on a Fun 23 taking the honors. Unfortunately on NO LE HACE we welcomed LARRY GENSCH back to driving PLAYPEN by following him around the course way back there in the cheap seats. Having enough of that CYNTHIA easily convinced me to go back to the Caribbean the next weekend and recuperate by sailing around St. John and St. Croix (and ran into the SUDERMANNs in Christiansted who also left the fi-

nicky winds of Lake Travis behind for two weeks on a bareboat charter in the Virgin Islands). From the reports when we got back we didn't miss anything as I heard that a very light breeze soon turned into no wind with only two finishers from E-fleet.

The third race of the series looked to be a repeat of the second race as the committee postponed for a lack of breeze. Fortunately the breeze finally did build for a race although by the time the postpone flag was lowered 40 minutes later it was failing again and continued to do so for the remainder of the race. On NO LE HACE we decided to pass the time before the race with proper toasts to the wind gods from a couple of bottles of Virgin Islands rum we brought back the previous weekend. The toasts must have worked for the rest of the fleet as they worked the light and fickle breezes, but I'm afraid we did too good a job as we were a very toasted group setting a new record for horizon jobs on the fleet ... but at the wrong end of the finishers! By the time we finally finished BILAWSKY on the Fun 23, IMRE SZEKELYHIDI on BOAT and DIETER ROY on FREE SPIRIT had finished 1, 2, 3 and were already packed and half way home. At press time one race remains in this series and it looks like a race amongst the new ultra-light members of E-fleet for the silver.

E-fleet has committee duty again during the next series on June 20. Volunteers from PLAYPEN, BOAT, OBSESSION, the Fun 23, and the Islander 30 will be greatly appreciated. We also need to provide race committee members for Turnback, Governor's Cup, Fall Series, and the Fall keel fleet regattas. Pick your regattas now before you are volunteered "army style."

And in this month's "news of the weird," it looks like NO LE HACE has the dubious honor of having its own harbor rule in the books now: "no unattended use of the electricity on the docks." Guess they didn't like our Christmas lights when we decorated NO LE HACE and CYNTHIA's boat on Dock 1 last winter. Actually, as I calculated it, with 200 miniature lights on NO LE HACE and 100 miniature lights on FOXFIRE burning 5 hours per evening on the timer, we used .3 KWH per night or \$2.10 for the full two weeks. Bah humbug! Yes Virginia, there is a scrooge.

Enjoyable sailing ...



# J-22 FLEET NEWS

From Under the Tumtum Tree by Steve Brown

We're back to racing every weekend so right to race results. Spring Series' second Sunday saw slight shiftier southerly sciroccos. Mighty MAX might have made it, but muffed it to MITCHELL. Second race, bold BILL buffaloed bunch brought banner to bank. Mr. MAX miscued to MITCHELL.

The third Sunday strong winds scared some; three sloops showed. Fearless FREDDY fought to finish first. BRUCE second, brought boat back to birth. ROCKOFF ripped rags. No second race. Fearsome FRED frolicked with 24's then floated into flora.

Final Sunday Spring Series saw cute and cunning CLAUDIA's cohabitor in constant contest with mighty MAX and mischievous MITCHELL. Trophies to brave BILL and brawny BRUCE. I'm all out of alliterations so on to other offerings.

In the last Telltale Commodore Wahlberg brought up changing the name of AYC to something better suited to what we are all about. I have heard several suggestions. These range from reviving the old Austin Sailing Club (good) to the Toy Boat Day Care Center (bad). What do you think? We are a sailing club, a day care center and various other things, but I have yet to see a yacht at AYC. My opinion may not reflect the thoughts of this fleet, but it probably should.

Before I get into too much trouble, a few words about the Spring Regatta. The only 22 that showed was from Conroe. She scored first in B-fleet. Many of our fleet members were present during the regatta but were involved in race committee, cooking hot dogs, crewing, and doing other support functions for the general good of others. What a nice fleet we are!

For the first Sunday of the Mid-Spring Series only MAX and TRIPP showed up so no scoring was done. TRIPP may not have had a fleet to race with but he don't care ... he's walking on air; he's got no gripes, while he was in San Diego he got to ride on STARS & STRIPES. Ask him about; interesting story. Dennis will get them in '95.

I have not been able to race for several weeks, so keeping up with who did what to whom has not been easy. But for the Mid-Spring Series the trophies go to MAX and TRIPP.

On May 2, 1992 we had a birthday party for the J-22. She is nine years old and getting stronger and prettier everyday. About eight people came out to take a demo ride, with about half that number serious about getting one. Good idea FOSTER! If we get just one more boat on the line it was worth the effort.

Until the next time, hope to see you on the race course.



## CATALINA 22 FLEET

by Dick Finnegan

The C-22 fleet was lightly represented in the Mid-Spring Series. It seems some fleet members are still preparing their boats, getting ready for Turnback, or have sold their boat. JOE RODDY did an excellent job with three 1st place victories. (It's good to have your crew write the Telltale article.) Hopefully we will get more boats out on the line for the next regatta and series races.

The next race will be the Turnback Canyon Regatta on May 23-24 (which will probably already have happened by the time you read this). But ... with the lake at a good level, boats in good shape, and good weather in the forecast there should be no excuses for anything but a good turnout. I even have lots of names of folks interested in crewing on C-22's. So don't use that as an excuse. Hope you enjoyed it!

Speaking of the next series. The June Evening Series will be "intermediate" and "non-spinnaker." Most of the money is on CALIN POPESCU who does quite well most of the time without a spinnaker anyway. Hope to see you there.

Our fleet was responsible for race committee during the Spring Series race #4. Special thanks goes to DAVID MOORE who chaired it and to the rest of the fleet who assisted DAVE.

Finally, with the C-22 State Spinnaker Championships coming to AYC this Fall, (remember what you offered to do!) I'll get that spinnaker up this summer for sure. 'Til then ... I'll be at the back of the pack.

## J-24 FLEET NEWS

by Michael Wellman

The '92 season is off to a good start. The Spring Series had an average of 8 boats with a high of 10. The Mid-Spring Series has seen about the same number of entries. This is down a little from last year when we were averaging 12 boats with a high of 16. So, isn't it about time for some of you to get back out on the water? The upcoming June Evening Series would be a great place to start. The series, which starts June 6, is on Saturday evenings with a 5 pm start. So you can get all those chores done around the house before you come out to race. If getting crew has been a problem, STEVE FICKLIN has put together a crew database file which you can access 24 hours a day, seven days a week. All you need is a computer and a modem with a 1200 or 2400 baud rate. You can call STEVE if you need further instructions or have any questions or comments about the database. We will print a list of the names and telephone numbers from the database in the monthly newsletter as well. Presently there are 20 people listed in the database and we hope to get more. So there should be enough crew for everybody who is looking for that extra person or two.

Several of our fleet members should be lauded for helping to increase the number of boats on the starting line even though they are not racing. BOB KIERAS, TOM SHELTON, and FRED SCHROTH all have loaned their boats out this year. BOB has let the UT sailing team, with JAY ALLEN skippering, sail CAPTAIN AMERICA. TOM has let RAVI SUBRAMANIAN use RUN A MUCK and FRED has been loaning PSYCHO out to several different people this last series. It's become the Tonight Show of the J-24 fleet. You never know who's going to be on the boat. Sometimes we're even surprised to find FRED out there. But, this does help to keep our fleet active and a lot more fun. So, in the words of FRED, "If you're not going to use the boat, then loan it out to someone who will." (NOTE: This is a second-hand quote. I never heard FRED say it, but it sounds like him).

A big thanks to everybody who helped with the Spring Regatta. JANIS LIVINGSTON did a great job putting the event together. We had everything but wind. That's not really fair to say, after all, ERIC NELSON did take credit for the weather conditions on Saturday. Something I think he regretted saying, when the predicted S-SE winds of 10-15 didn't materialize until the middle of the afternoon. Making the first six hours of the race very frustrating for the sailors and race committee, who drifted around in the very light and shifty wind. Once the winds came up, the race committee worked quickly to get three races in less than three hours. There were 6 boats registered in our fleet. Again, this number is down a little from previous years, but it was enough for the J-24 fleet to repeat as winners of the California Cup (like, isn't that neat).

The fleet sponsored a Burgers and Beer dinner after the races on May 3rd. Thanks to ROBBIE NELSON and JANIS LIVINGSTON putting it all together. There was plenty of good food (and even some healthy food) and

drinks after some great racing. Who could ask for anything more. JANIS and ROBBIE will be planning more social events for this summer. If you have any ideas or suggestions give them a call.

ROY SMITH has been working on putting the Fleet Championship Series together. As it stands right now it will be similar to last year. The Fleet Championship will include the Fall Series, the Fall Regatta, and the Austin J-24 circuit stop. Throwouts will be allowed using AYC rules. This event is open to all paid J-24 fleet members. The official rules for this event will be posted in the newsletter.

If your interest in match racing has been piqued by all the America's Cup racing then you may want to get active in some match racing here. MICHAEL WELLMAN is organizing match racing in our fleet. If your interest let him know. Details to follow in June's Newsletter.

So there's no reason to sit at home this summer. There is plenty of activity happening in the fleet. Come on out and enjoy the summer.

## SC-21 FLEET NEWS

Under the Cottonwood by Mary Marcia Mott

Hey guys, here's the deal. I just got invited to the coast and I have ten minutes to write this article, so here goes.

Spring Series: 1st place, RAY SHULL; 2nd place, DUANE DOBSON; 3rd place, PAT FEAGIN.

Spring Regatta: 1st place in Spinnaker Distance Class, RAY SHULL.

SC-21 Nationals: 1st place, STEVE GAY with JOHN BARTLETT and JOANNE WEBERLEIN, 2nd place RAY SHULL with JIM REHAGE and IMRE SZKELY-HIDI; 3rd place, LINDA McDAVITT with LINDA FRAKES and DANNY LIEN.

Our hamburger cookout the weekend before the Nationals brought out nine boats. Well done!

The first of two Evening Series this summer starts June 6 with a 5 p.m. start. No excuses for missing this, even for me.