

# *Telltale*

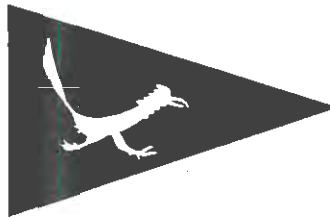
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A U S T I N ★ Y A C H T ★ C L U B

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NOVEMBER/DECEMBER 1992



**AUSTIN YACHT CLUB  
5906 BEACON DRIVE  
LAKE TRAVIS**

**AYC OFFICERS**

COMMODORE .....	Dave Wahlberg
VICE-COMMODORE .....	Roy Smith
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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 .....	Sung Oh
J-22 .....	Claudia Foster
J-24 .....	Kirk Livingston
KEEL HANDICAP .....	Joe Thiel
A-FLEET .....	Ted Smith
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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

**COVER PHOTOS COURTESY OF  
Vicki Bremer**

**October 1992 J-24 Circuit Regatta at AYC**

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**NOVEMBER/DECEMBER 1992**

# FROM THE COMMODORE ...



It's hard to believe that this is my last Telltale article as your Commodore. On one hand it has seemed like this year would NEVER be over; on the other, it has gone by in a blur.

There probably has not been such a challenging year in the history of this club. Obviously the flood and its aftermath has occupied the forefront of our attending and has presented its own set of challenges. What a learning experience! While we certainly have not met my initial goal of having all of the repairs completed within 90 days, our decision to stop and plan has produced good results. For someone who is self-employed and used to making quick decisions, learning to work through committees and accepting the reality of not being able to please everyone has been difficult but rewarding. If you have not taken the opportunity to examine the floor plans and elevations of the proposed employee housing and new cabins, please do so immediately; I'm confident you will like them. If you have comments or suggestions, please provide them immediately. I remain convinced that when all of this is completed the club will be more functional, more attractive and in better condition than before the flood. (And now, please, a moment of silence in thanks that this is the last you will hear from me on this subject.)

We have also been challenged on other fronts. If you will recall, at the beginning of the year one of our major concerns was the steady downward trend in membership. While we have lost some good members this year, we have gained some fresh and enthusiastic new ones. It appears that we may actually show a net increase of one or two -- at least the steady loss has not continued.

Another area of concern at the first of the year was declining levels of participation in our racing activities. While we were unable to focus on this problem to the extent that I intended, we did make some adjustments and saw some cause for optimism. I believe you will be asked to contribute to the debates in this area; please let your ideas be heard.

On the racing front our club continued to shine. Doug Kern's Olympic Silver is the best example but we also had members competing successfully at a variety of levels and attracted participants from around the state (75 boats of junior sailors at the Roadrunner Regatta, a fleet of JY's at Governor's Cup) and brought in more non-traditional sailors for more events (particularly multihulls).

Finally, let me ask you to join me in publicly thanking our Board members. I believe that this Board put in more time and talent in the first 90 days of their terms than most of our Boards have in an entire year. Not only did we have a natural disaster, harbor rules and a budget rendered virtually meaningless by the flood/insurance/rebuilding to deal with but we had one Board member move to accept a new position and another leave on a temporary long-term basis. Gail Bernstein provided the voice of experience and direction earned by two terms as Commodore up until her departure to Japan last month. Keith Lackey gave us sound financial advice and a centerboarder's viewpoint prior to his departure to California. Vicki Bremer not only handled the minutes, directory, and handbook with aplomb but, because of the incredible amount of time she has devoted to our club, was also the most informed on our day-to-day operation. Dennis Awbrey approached his duties as treasurer with such dedication that he purchased his own computer to stay on top of things and also was able to give a historical perspective to many issues before us. In addition to managing one of the smoothest race committee operations in recent memory, Ann Baylor worked hard to see that we examined our options thoroughly. She, more than anyone else, was the impetus to use our insurance proceeds to change and improve our facilities. Howard Shirey spearheaded the rock wall, drainage berms, work area expansion and landscaping while also being the primary person to interface with the insurance adjusters, contractor and furnishings suppliers. Roy Smith gave steady direction to management of the docks (including the dreaded Harbor Rule 14 enforcement) and has easily worn the second hat of Vice Commodore since Keith's departure. Barbara Hawn, despite the lack of facilities, somehow managed to direct a tremendous sail training program which included not only our junior camps but also basic sailing clinics, racing seminars and safety/first aid presentations. You have all done a great job. Thank you.

There is so much talent in this club ... picking a new Board must have been another big challenge. Fortunately, the Nominating Committee has met that challenge; you will be well served by the new Board. And now (as soon as CAVEAT gets her keel completed) ... LET'S GO SAILING! RIGHT NOW!

Dave Wahlberg

## FROM THE EDITOR . . .



### TELLTALE STAFF

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

### SPECIAL CONTRIBUTORS

Dave Wahlberg, Ann Baylor, Vicki Bremer,  
Claudia Foster, Dick Finnegan, Della Pearson,  
Dennis Awbrey, Bob Pillmore

### FLEET CONTRIBUTORS

Ted Smith, Mark Bradford, Steve Brown, Michael Wellman,  
Dave Boerner, Fred Schroth, Dick Finnegan, Wade Bingaman

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# FROM THE RACE COMMANDER...

Serving as your Race Commander this year has been a good experience. I would like to express my special thanks to the members of the Race Committee for all of their hard work and for making this a very successful year of racing. Leaving the Committee after two years of service are JACK BREMER, BILL HAWK, PAT MANNING, and JIM SMITH who resigned from AYC following an early retirement last August. Thanks to JOE RYMAL who was in charge of scoring this year. Returning members are BRUCE FOSTER, LARRY RATLIFF, STEVE PERVIER, and ERIC NELSON who has been nominated to serve as Race Commander for 1993. Please tell this group how much you appreciate their hard work this year and give next year's group your support. I am certain they will continue our tradition of excellent race management at AYC.

## RACING EVENTS AND RACE MANAGEMENT

**SUNFISH SOUTHWEST REGIONALS**-- The Sunfish Southwest Regionals were hosted by the Sunfish Fleet and AYC on September 12 and 13. ERIC NELSON was PRO for the event. DAVE HENDERSON was judge.

**AYC SINGLEHANDED CHAMPIONSHIPS**-- The singlehanded championships for men, women, and juniors was held in conjunction with the Sunfish Southwest Regionals. Winners will be announced at the Annual Banquet.

**UT McCARTHY CUP**-- The UT Sailing Team hosted the McCarthy Cup on September 19. BILL HAWK was the PRC liaison for this event.

**CHEAP THRILLS REGATTA**-- The C-15 Fleet hosted this regatta on Saturday, September 26. STEVE PERVIER was the PRC liaison and PRO for the event.

**AYC FALL SERIES**-- Fall Series began on September 20 with a 2:30 pm start. JACK BREMER was the PRC rep. JACK BREMER was assisted by various members of the PRC who volunteered to fill in for LARRY RATLIFF who was recuperating from his neck surgery on September 1. LARRY is recovering well and wants to express his thanks to all the PRC members who filled in for him. JOE RYMAL scored the series, assisted by MARY SIKORA. GAIL BERNSTEIN was mediator. Highest average participation was in PHRF F Fleet with 8.7 and J-24 Fleet with 8.3. South Coast 21 and Ensigns both averaged 7.3. Catalina 22 Fleet showed excellent participation, but divided their participants into a spinnaker (average 7 boats) and non-spinnaker (average 3.3 boats). The Race Management Trophy was won by the South Coast 21 Fleet. CONGRATULATIONS! For the Fall Series average participation was 77.6 boats per race.

**FALL REGATTA**-- On October 17 and 18 AYC hosted the Fall Regatta. The regatta included distance races for keel handicap and multihull boats and round-the-buoy races for the one-design fleets. BRUCE FOSTER and JACK BREMER from PRC ran the racing events.

**J-24 CIRCUIT**-- On October 24 and 25 the J-24 Fleet and AYC hosted the J-24 Circuit. PAT MANNING was PRC liaison. JIM BAKER was PRO.

**AYC WINTER SERIES** began on November 1 with a 1:30 pm start. BILL HAWK is the PRC rep assisted by STEVE PERVIER. LARRY RATLIFF is scoring the series.

**KEEL HANDICAP EVENTS.** Wild Turkey Regatta on November 29 and Red Eye Warm-Up Regatta on December 13 will be hosted by the Keel Handicap Fleet. LARRY RATLIFF will serve as the PRC liaison. JOE THIEL will be in charge of the races.

Ann Baylor





Vicki Bremer

### **HIGHLIGHTS OF THE SEPTEMBER 24, 1992 MEETING:**

- Discussion of a Championship Walkway, to honor current and/or former AYC members who compete in the sailing Olympics and also those who have won a national sailing event sanctioned by US SAILING, was tabled until more member input could be obtained.
- Pat Kimbrough asked the Board to consider changing the name of the Austin Yacht Club to the Austin Sailing Club. The Board suggested that the By-Laws be checked and that Pat poll club members and solicit a list of names for the proposal at the annual meeting.
- A motion was passed to approve an expense up to \$4,000 to fix the serious erosion problem under the north ramp.
- The Board approved a December 5-6 date at AYC for UT's Douglas Cup qualifier.

### **HIGHLIGHTS FROM THE OCTOBER 22, 1992 MEETING:**

- It was decided that Board approval was needed for individual Ol' Salt Discount requests.
- The Olympic party wrap-up indicated that the event was a huge success. Because this event went way over budget, it was suggested that future chairpeople come to the Board before spending significantly more than originally approved.
- The Board approved the budget submitted for the Annual Banquet with the following amendments: eliminate the \$4 free drink ticket in order to keep the cost down to \$25/person. The food and drink guarantee to the hotel is \$4,000.
- The following House Rule change was approved:

8. An AYC member may not have more than 12 guests at the Club at one time without Club Manager approval.

Approval of any special function will be considered as long as it does not inconvenience the Club's membership.

Non-AYC related events may not be approved if they are scheduled on a Friday, Saturday, or Sunday. Large off-site business meetings at AYC are discouraged.

Special functions of 13-29 guests, whether hosted by a single member or co-hosted by other members, must get the approval signature of three Board members on a Facilities Usage Request form available in the AYC office.

For special functions of 30 or more guests full Board approval is required. Prior to Board approval the requesting member must fill out a Facilities Usage Request form, ask the AYC Manager to be put on the agenda for the next Board meeting, and present his/her request to the Board at that meeting. A \$50 deposit is required after getting Board approval. And all or part of that deposit will be refunded by the Club Manager after the event depending on how clean the facilities are left and how many extra utilities are used at that event.

- Larry Gensch and Don Canada are working on a space at the January 6-10 Boat Show at the Convention Center where AYC can promote the benefits of racing and joining the Club. Vicki Bremer will be looking for volunteers to help out in the booth.
- The Board approved the 1993 Slate of Officers presented by the Nominating Committee.
- The Board agreed to pursue sponsoring one of the US SAILING ladder events at AYC if we have a large enough fleet of the required boats.

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## ADAMS CUP . . .

by Claudia Foster

*We came; we saw, and at least we beat the California teams.*

The 1992 Adams competition on New Jersey's Barnegat Bay was hosted by Bayhead Yacht Club. It was truly an eye-opening adventure for AYC's Joanne Weberlein, Gretchen Tippit and me, Claudia Foster. Well, maybe not so much for Joanne who had made the Adams trip once before, or Gretchen who grew up sailing on Barnegat Bay, but it was for me. One thing's for certain, BYC's members know how to regatta and made us feel right at home.

Bayhead organized a host family for each participating team. Ours was Bob and Peggy Davis who treated us to a guided tour of the area, a close look at all the local hot spots, and their entire upstairs. After settling in on Tuesday we were ready to check out the boats and tune up in a practice race the next day. We also got a chance to size up the competition -- and they sized up very well. Most were experienced Lightning sailors and several had been campaigning them all year to get ready. Two teams were skippered by former Rolex yachswomen of the year, Jody Swanson and Betsy Alison, and a collegiate All-American, Joni Palmer, headed another. One of the California teams placed second on Solings last year, and we knew the Area D team pretty well. Kelly Faget (wife of Benz Faget, North Sails of New Orleans and a top J-24 circuit competitor) and my best friend from high school, Susan Kurzweg, from Mobile, AL.

The practice race was sheltered from the wind and chop that we were to see in spades during the rest of the competition. We felt pretty confident finishing 5th in the closely bunched fleet. The boats, borrowed from several neighboring clubs, were in excellent condition. Shore Sails provided new sails and we were immediately dubbed the "yellow roses of Texas" with our bright yellow spinnaker. That's the way we felt as we dripped our Texas charm all over everything during the evening's opening ceremony.

Three races were scheduled the first day. Winds were light during our 45-minute tow to the course, and we felt our light weight would be quite an advantage. After a good start the fleet was away and we managed to stay in the top half with the leaders until a major shift and lots of new wind caught us on the wrong side on



*AYC team (left) close behind Betsy Alison and crew.*



## ADAMS CUP (cont'd)

the last weather leg. A 9th -- nothin' a bullet wouldn't take care of though. We noticed that the wind continued to build after that nasty shift and before we knew it we were facing some major chop and winds around 20! Another darn 9th. We really did it with a slam-dunk capsize during a spinnaker run in the third race when we managed to dig in the bow and a big wave lifted the rudder out of the water. The judges were surprised that we righted the boat ourselves. We only wanted to get out of that bay water! We ended the day a little depressed and wider and enjoyed a wonderful dinner on the bay hosted by Mr. & Mrs. George Lucas. At the end of day one Joni Palmer had a win, Jody Swanson two, and Betsy Alison stayed right on their heels to round out the top three.

The second day's conditions were similar to the first except no nasty shifts. The wind started at 10 but was back to 20 by the end of the 4th race. We were a bit more prepared and depowered the rig and sailed to a 5th, our best finish. Races 5 and 6 were raced in the strongest winds. We dropped to a 7th in race 5 and opted to do without the chute in #6 and ended up 8th. Gretchen and Joanne kept the sails under control and hiked for all their worth to keep us with the fleet and pick off a few going to weather, but we continued to lose ground off the wind. We just about got things figured out for the last four races. Theresa Parker, a Connecticut Lightning sailor, took two bullets and Joni took the other one to make it a 4-way race at the end of day two. BYC provided a relaxing casual dinner to end the day.

Three races were squeezed into Saturday to give us plenty of time to wrap up on Sunday. We finally got consistent and sailed to three sixths. We were still in 9th but closing the gap on #7 and #8. Jody Swanson moved into the lead with a first and second.

Sunday was the last day for races. We had our eye on moving up a couple of notches and we did manage to pass the other California boat and get right behind Kelly Faget as we managed another 6th. Rats, the extra points we got for the capsize DNF kept us out of 7th overall. Jody Swanson finished with a bullet to take home the Adams Cup and Theresa Parker nipped Betsy Alison for second.

The awards ceremony was a coat and tie affair open to all club members. They made us all feel like winners with their wonderful hospitality. A great time was had; friendships made a renewed, and a few plans were laid for next year's Adams at Marblehead.

We are pleased to have represented AYC and Area F this year. Wish we could have brought home more than a burgee. And we especially want to thank everyone who contributed to the trip.

THANKS!!!

*Claudia, Gretchen, and Joanne*

## 1992 FALL REGATTA RACING RESULTS

### E Scows (3 boats)

1. Tim Arnold

### J-24 (5 boats)

1. Bobby Harden
2. Evert Broersma

### Cat. 22 Spin (12 boats)

1. Gene Ferguson
2. Stan Hinson
3. Steve Pervier
4. Rick Abell
5. Marilyn Boemer

### Buccaneer (5 boats)

1. Johannes Brinkmann
2. Greg Buck

### Laser (8 boats)

1. Matt Romberg
2. Fred Schroth
3. Bill Mitchell
4. Deke DeKeyser

### Sunfish (11 boats)

1. Martha St. Romain
2. Jim Rehage
3. Bill Gerloff
4. Tommy Gairloff
5. Bill Brydson

### Catamarans (8 boats)

1. Voldi Maki, Nacra 5.2
2. John Ridley, Nacra 18.2
3. Jim Casto, Nacra 5.8
4. Steve McKinley, Hobie 20

### PHRF A Spin (7 boats)

1. Doug Kern, Ross 930
2. Steve Vaughan, Sovereign 33
3. Carl Morris, Merit 25
4. Guy Stewart, Moore 24

### PHRF B Spin (7 boats)

1. Pat Feagin, SC-21
2. George Dahmen, Ensign
3. Richard Diaz, SC-21
4. Roy Crouse, Pearson 22

### PHRF C Non-Spin (7 boats)

1. Claude Welles, Cal 9.2
2. Tom Wood, Catalina 28
3. Dennis Mills, San Juan 24
4. Jim Van Fleet, Pearson 26

### PHRF D Non-Spin (8 boats)

1. Steve Gay, SC-21
2. Tom Cummings, Irwin 25
3. Bruce Covill, Catalina 25
4. Gary Payne, Catalina 22

### Portsmouth Handicap (3 boats)

1. Pat Manning, Lightning

### CAROLINE HOWARD TROPHY

Cynthia Darwin, Buccaneer 250  
Mary Sikora, crew  
Jill Frels, crew  
Lynn Preston/Linda Noblin, crew  
Martha St. Romain, Sunfish



## FERGUSON RETAINS TEXAS STATE SPINNAKER CHAMPIONSHIP

by Dick Finnegan

In a hotly contested regatta that was never decided until the 5th and final race, Gene Ferguson managed to hang on to his title as the winner of the Catalina 22 Texas State Spinnaker Championship.

On October 17-19 the Austin Yacht Club was the site of the state championship. This was held in conjunction with AYC's annual Fall Regatta on Lake Travis and was hosted by Austin's Catalina 22 Fleet #69.

The two days of racing were held in weather that was anything but what was forecasted. The first day promised to be "cold, with winds gusting to 25." Everyone was loaded down with foul weather gear, and it turned out to be "light and warm." The second day found everyone expecting a drifter. Sure enough, the wind started filling in early out of the north, shifted east, then south, and finally back to easterly before the first start.

On the first day of racing the race committee was only able to start two races due to the very light northerly winds. The light wind and major holes were a challenge for all the sailors. Ferguson started out strong with a bullet in the first race but in the second race of the day Steve Pervier took a first. They both acquired bullets with a large margin of victory over the rest of the fleet. But Stan Hinson's steady sailing put him in first place with two seconds.

At this point Ferguson knew there were a lot of sailors anxious to take his championship away from him. Hinson was in first, Ferguson second, Pete Harper third, Pervier and Marilyn Boemer tied for fourth, Howard Shirey in fifth. There was still another day of sailing ahead, and Ferguson claimed "he didn't hear any lady singin' yet!"

On the second day Ferguson came out strong with another first while Hinson dropped back to second place overall. Pervier moved up to third place tied with Harper. Joe Roddy finished second behind Ferguson and Rick Abell finished 3rd putting him in 4th place temporarily.

The fourth race of the series had Hinson fighting back with a first, Pervier a second, Boemer a third, and Ferguson hanging on to the lead with a fourth. At this point it was still anyone's race and the race committee hustled to get the final start underway.

At the finish of the fifth race Abell came on strong with a first followed by Hinson, Calin Popescu in third, Walter Allan in fourth, Ferguson in fifth, Boemer in sixth, Pervier in seventh. Everyone knew it was close; too close to call.

In the end Ferguson held onto his title by a quarter of a point over Hinson. Pervier finished third followed by Abell and Boemer.

Once the "lady stopped singin'," Gene Ferguson invited anyone and everyone to attend the Spinnaker Championships tentatively planned for next spring at the fort Worth Boat Club. But be warned, he won't give up that trophy without a fight ...

I'd like to give a special thanks to the Austin Yacht Club, the Austin Catalina Fleet #69, Race Committee, and all the captains and crew who helped make this event a big success and a lot of fun.

#### FINAL STANDINGS

1st place	--	Gene Ferguson (1,4,1,4,5 = 14.5 points)
2nd place	--	Stan Hinson (2,2,8,1,2 = 14.75 points)
3rd place	--	Steve Pervier (8,1,4,2,7 = 21.75 points)
4th place	--	Rick Abell (8,11,3,7,1 = 24.75 points)
5th place	--	Marilyn Boemer (4,5,11,3,6 = 29 points)
6th place	--	Pete Harper (5,3,5,8,9 = 30 points)
7th place	--	Calin Popescu (10,6,6,6,3 = 31 points)
8th place	--	Walter Allan (6,10,7,5,4 = 32 points)
9th place	--	Joe Roddy (9,9,2,9,8 = 37 points)
10th place	--	Howard Shirey (7,7,9,11,11 = 45 points)
11th place	--	Steve Frederick (11,8,10,10,10 = 49 points)
12th place	--	"captain non" Finnegan (12,12,12,12,12 = 60 points)





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## 1992 FALL SERIES RESULTS

### PHRF A (4.7 boat avg.)

1. Dennis Awbrey, Hobie 33
2. Steve Spademan/Ted Smith, O30
3. Terry Meyers, J-29

### PHRF B (6 boat avg.)

1. Claude Welles, Cal 9.2
2. Mike Chambers, Olson 25
3. Guy Stewart, Moore 24

### PHRF C (5 boat avg.)

1. Eddie Calogero, SJ 7.7
2. Tommy Gairloff, Harmony 22
3. John Vance, Pearson 26

### PHRF D (4 boat avg.)

1. Cynthia Darwin, Buccaneer 25
2. Louie Soefje, Ranger 23

### PHRF E (5.7 boat avg.)

1. Dave Boerner, Catalina 30
2. Vern Harris, Hunter 26
3. Imre Szekelyhidi, Cal 9.2

### PHRF F (8.7 boat avg.)

1. Mike Allen, Catalina 25
2. Ken Miller, Catalina 25
3. John Welch, Cape Dory 25
4. Hal Hayden, Catalina 25

### Cat. 22 Spin (7 boat avg.)

1. Joe Roddy
2. Pete Harper
3. Rick Abell

### South Coast 21 (7.2 boat avg.)

1. Ray Shull
2. Pat Feagin
3. Linda McDavitt

### Ensign (7.3 boat avg.)

1. Dan O'Donnell
2. Tommy Kozlowski
3. Tom Groll

### J-22 (4 boat avg.)

1. Dave Hilfer
2. Tripp Allyn

### J-24 (8.3 boat avg.)

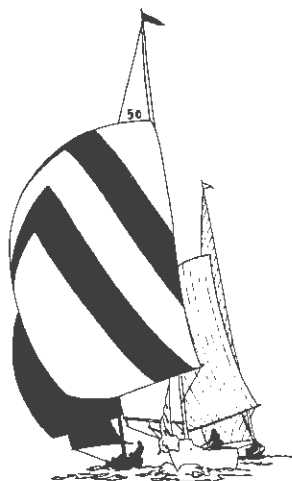
1. Dave Broadway
2. Bobby Harden
3. Tom Presswood
4. Michael Wellman

### Portsmouth (6.3 boat avg.)

1. Fred Schroth, Laser
2. Tim Arnold, E Scow
3. Bob Musselman, C-15

### Cat. 22 Non-Spin (3.3 boat avg.)

1. Steve Shepardson



# SUNFISH GO SOUTH ...

by Vicki Bremer

Noooooo, not "go South" like get outta here but "go South" as in having raced in Houston at the Sunfish Worlds in September and Wurstfest Regatta on Canyon Lake in November. And there were times when I wished we could've gotten outta there. Talk about a couple of experiences of blow-you-upside-down-stay-in-the-water-and-pray-for-help kind of experiences. Now that we're alive and kicking and safely back in our hometown cocoons we can say what a great time we had despite some wicked weather. But we still haven't figured out what we did to make Mother Nature blow her top that way. Maybe she was disappointed in our performance. Well, she wasn't the only one. Guess we'll have to settle for the great experience it was and hope it helps our performance curve for next year's serious racing.

Pat and Vic Manning, Jonathan Baker, and I had the privilege of racing at the Worlds with a "wild card" invitation. That's a nice way of saying Sunfish/Laser Inc. sent more boats than the number of registered racers, so they were desperate to fill the slots. Why they didn't have the official wild card draw in the Windward Leg is a clerical oversight on someone's part. So they had to work around it and got stuck with us ... uh, I mean they were honored with our presence.

The whole Sunfish Worlds process was a kick — putting together brand new boats in 100-degree humid temperatures is always a kick. Ha. But I was prepared with a tool box that was raided by even the Sunfish rock stars like Bruce Sutphen, Mr. Measurer. Maybe it was too far to walk to his car to get some of that goopy-gunk-scaler stuff. I did manage to gain someone's sympathy after I had been working on the boat for several hours. As I was trying to unscrew the gooseneck screw so that I could put in a new turny-thingamabob my face was turning purple with effort. That darn screw wouldn't budge no how. But fear not ... John Koliuss came running to my rescue (yes, that's "the" John Koliuss). He was hollering, "Stop, don't turn it that way, you'll break it." So I quickly stepped aside and let Mr. former America's Cup skipper fixer-upper rock star take over. Well, wouldn't you know ... his face started turning purple with the effort and he finally said, "That screw really WAS tight; guess you weren't turning it the wrong way." Now do you think I could let THAT remark go unchallenged? Of course not, so in my sweetest I'm-just-a-wimpy-female voice I said, "Guess I'm not as dumb as you thought, huh?" He was embarrassed, AND he apologized. And we finally got our boats put together. Mine didn't sink or blow a gooseneck or a mast or spar cap like some of the others, so I did OK ... and yeah, I was lucky too. Tommy Barnes is now sailing the boat I used at the Worlds, and I'm sorry I didn't buy her myself. And Diane Zbasnik bought the boat that Pat sailed. These new boats were great, but most of the new owners traded out the World's sail for the standard white racing sail.

Once I got over the ga-ga stage of "THAT'S Nancy Haberland? Malcolm Smith? etc," I started thinking what it was going to be like starting with 75 other boats. I didn't ga-ga over folks like Jean Bergman (this year's woman North American champ) or Gail Heausler (last year's champ) or Rod Koch (this year's North American champ) or Len Ruby (this year's association President) because I had met them before -- at the Women's North Americans on Cape Cod and the North Americans in Providence, R.I. But back to the starts -- it was a piece of cake, easier than most of our Wednesday night starts if you can believe it. Maybe the loooooong starting line had something to do with it. And the "proper" yachting behavior of most of the sailors who gave you room at the start if you didn't block their starts. It was unbelievable. I expected lots of shouting and lots of overly aggressive behavior, but there was none of that. Guess when you get to be as good as most of this crowd you don't need to shout or push or shove.

Pat, Vic, and I were pretty much within sight of each other the whole week with two races each day. Jonathan was a little further ahead and actually had some good races. Vic had a couple of good ones too. Pat and I were never DFL, and we had our moments too. But placing in the middle of the fleet wasn't one of them. Closing the gap between us and the middle of the fleet was, however, and that's got to count for something. In one race I was only two boats behind Ashley Beatty at the finish. So what if that was his worst race? It wasn't THAT bad.

The day of the dreaded storm was probably the one moment all 76 Sunfish racers, Race Committee, and loved ones will remember for a long, long time. The unofficial word was that the winds reached about 55 mph. The official word was that it was one helluva storm with some nasty lightning to go with it. And there we were upside down in the water holding onto our masts or bow cleats so that we provided maximum conductivity in case the lightning hit. Smart, real smart ... but we didn't really have a choice. Jim Baker was doing Race Committee that week and happened to be the boat nearest Pat and me as the wind and waves were carrying us out to the ship channel. And all he kept saying was, "Stay with your boat; you're OK. We won't leave you." Yeah, sure, easy for him to stay calm while the hair on our arms was jumping with static electricity every time a bolt of lightning struck. Somehow it was not reassuring to know that a Race Committee crew was going to watch us do the electric boogie at any moment. A reserved seat on the RC boat would've been much more comforting. But we stayed with our boats, and we were OK. Darn, Baker, are you always right? (P.S. Thanks for staying with us.)

## SUNFISH GO SOUTH (cont'd)

We survived the storm as did everyone else but watching all the non-Texans just gape in wonder at the magnificent fireworks display presented by the storm ... well, they had never seen anything like it. And neither had I until I moved to Texas. But I'm not sure what I'll remember most -- the scary storm or the wonderful experience and the terrific people we met. I was sure smart about one thing ... buying a Sunfish. Now if I could only learn how to make it go faster. Look out Mid-Winters and Masters races in Florida. I'm gonna try it again and again until I get it right.

I thought I might've improved something on my learning curve by the time Wurstfest came around, but somehow I went backwards. First, I raced. And I should've known that was my first mistake. It ALWAYS blows or turns miserably cold at Wurstfest or it pours. But how could I refuse the fun and frolics of the famous Sunfish campsite at Jacob's Creek Park. So what's a little wind and cold and rain and racing frustration. I at least should be used to the racing frustration part. I wasn't the only dumb one, however. Vic and Pat Manning, Curtis Tarpley, Robert Goecking, Tommy Barnes, Tommy and Ann Gairloff, Dana Mosier, Joanne Weberlein, and Tom Romberg made up the AYC entourage which helped us win the trophy for the most participation at Wurstfest. Some Laser guys (dare I mention them in this article?) like Ken Sherman, Deke DeKeyser, Tripp Alyn, and John McBride helped too. They at least knew where to find the best party. The NoTell Motel was shining in tentful (put that in your Roget's) splendor at having once again been given its place of honor at Jacob's Creek Park. But, alas, the NoTell Motel is no more. A Saturday night storm literally blew her apart and Sunday's high winds, while we were on the race course, only finished her off.

The Saturday night hoopla was graced with the presence of none other than the flat-bellied racers -- you know, the Laser rock stars who wouldn't be caught dead on a S---H (that "s" word). They do know which fleet knows how to party and light campfires and feed the troops with good food and quench their thirst with anything from a keg to hot rum toddies. Now are Sunfish folks classy or what? We did miss one of our tried and true Wurstfest groupies, however, and hope he returns with his Spam and canned beans next year.

You can't believe everything you hear about Laser sailors though. They have more than muscle and weight between their ears especially when it comes to being creative. When we realized the Saturday night shindig was Halloween we said we missed not seeing someone in costume so John McBride said, "Hold it; I'll fix that," and disappeared into the night like a ghost and came back as the Empire State Building. Yes, the Empire State Building complete with King Kong and Fay Wray. Clever, John, very clever. OK, OK, so having the Laser sailors join our party wasn't so bad; it made it kind of fun. Well, more than kind of -- GREAT fun. You realize I may be drawn and quartered by the rest of the Sunfish fleet for not only saying the "L" word in a Sunfish article, but also for admitting that they're really a great bunch of guys. Hank, where were you? Fred, you too.

The Saturday night storm wasn't the horror story of the weekend, however. The Sunday wind was. By the end of the second race it must've been blowing in the 30's, and we were all exhausted after having raced in steady 20-25 for two races after a miserable wet night in what was left of the NoTell Motel. Trying to beat back to the camp site from the finish line was next to impossible. My boat and Curtis' boat had been filling with water all weekend so we had extra weight we didn't need. Curtis solved his problem by sailing to the nearest shore and waiting for a motorboat to come rescue him. I was busy being flung out of my boat by the craziest maneuver I've ever seen and probably won't ever see again. So as my boat continued sailing backward about 200 feet I blew out curses (gentle ones, of course) while swallowing unwanted lake water. But all was not lost. There was help on the way ... da dum da dum (well, maybe more like swoosh, swoosh). Tom Romberg wasn't going to let me drown, and he stayed with me until I finally managed to swim to my boat. Thanks, Tom. And that's where I was going to stay until someone noticed I hadn't come back to the camp site. But when Curtis got rescued he made sure they swung by and got me too. I was wet; I was frustrated, and I couldn't stop my teeth from chattering or the goosebumps from sprouting more goosebumps. Pat and Vic weren't as fortunate as we were, however. They ended up having to sail all the way back to the camp site on their own. No sissy tow for them.

When I talk about doing Wurstfest again next year, remind me of the ?fun? I had this year will you? It may not do any good, however. Wurstfest is Sunfish tradition; tradition for only the hardest of souls, the tough competitors, and for those who know how to have fun around a campfire. We'll remember things like Tommy Barnes needing a guiding hand to his sleeping quarters after a rough night of testing the keg. We'll remember Robert doing exercises on the floor at the restaurant next to the Alamo Yacht Club. We'll remember Dana leaving the tent in the middle of the night because someone was snoring too loudly. We'll remember Curtis rushing home Saturday morning to pick up his Sunfish and getting back to LCYC by the deadline with five minutes to get out to the race course. (That guy's faast). We'll remember Vic offering his log (as in campfire chair -- and you thought it was something else?) to all the pretty girls. We'll remember Pat being the good little campsite Mommy and then going out on the race course and whooping our tails. And we'll remember the Laser guys breaking tradition and joining the Sunfish folks for an evening of sharing good times and sailing stories.

And those are only the secrets we're telling. You'll have to come next year and see for yourself what you missed.

# TELLTALE TIDBITS

## 1992 J-24 WORLDS RESULTS

(Annapolis, MD, 81 boats)

1. Ken Read
2. Chris Larson
3. Jim Brady
4. Terry Hutchinson
5. Steve Schmidt
6. Geoff Moore
7. SCOTT YOUNG, AYC\*\*\*
8. Lee Morrison
9. Dave Curtis
10. Tim McKegney
18. Jay Lutz
28. Mark Foster
73. Ned Plumer

## BET YOU DIDN'T KNOW ...

AYC's Larry Gensch is the Flotilla Commander for the Coast Guard Auxiliary #75 which covers the Austin area. Terry and Karen Reitz and Joe and Carol Thiel are also members.

## WANNA HELP?

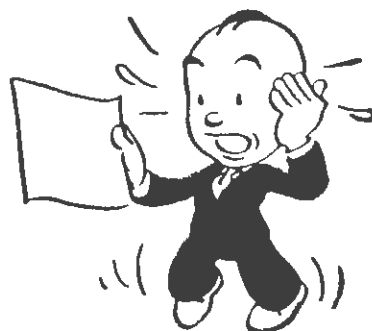
Larry Gensch and Don Canada have gotten a 10 x 10 booth at the January 6-10 Boat Show at the Convention Center and have offered the space to AYC. The Board has approved use of this space for AYC to promote sailboat racing while also promoting membership in the Austin Yacht Club. If you'd like to help please contact Vicki Bremer at 266-1336 or 345-4509.

## AYC MEMBER PROMOTED AT BANK ...

Pat Manning has been promoted to Controller and Manager of the Financial Management Department at Texas Commerce Bank-Austin. Congratulations, Pat!

## J-22 HOUSTON CIRCUIT NEWS

Our very own Bill Mitchell with crew Hank Kleespies and Bill Levens sailed to a third place finish in Houston November 14-15 to clinch a second place overall in the Circuit. The IMPETUOUS team is hot, hot, hot. Our former very own Bill Draheim won first place overall in the Circuit. The Max Rockoff/John Bartlett team won a 5th place in Houston, behind Farley Fontenot (4th), Charlie Ogletree (2nd), and Kolius/Owens (1st).

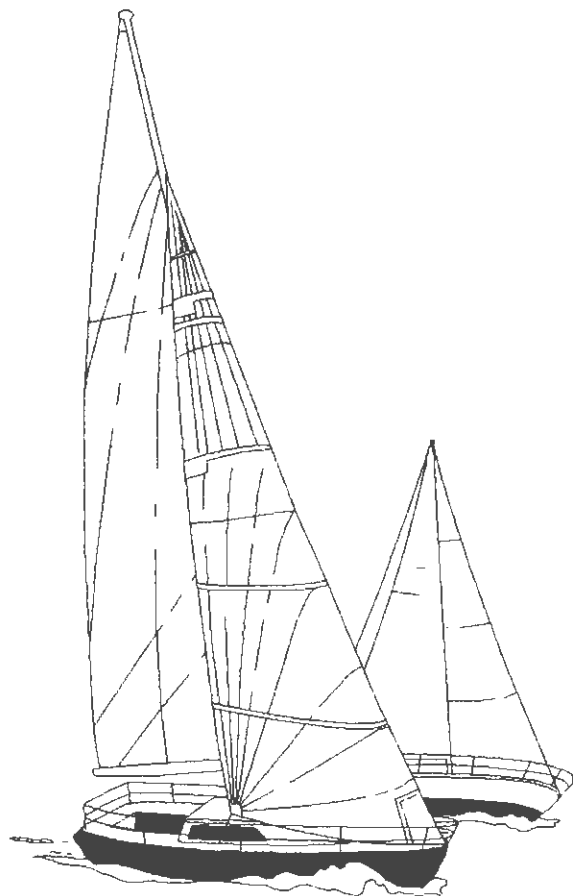


## FLEET CAPTAINS, CAN YOU HELP? PRETTY PLEASE with sugar on top ...

When you have the names of your 1993 replacements, please call Vicki Bremer as soon as possible so that she can include that information in next year's Directory and January's Telltale.

## SILVER MEDALIST AT IT AGAIN

Our hometown celeb and rock star is gallivanting all over the world still. Doug Kern, with Ivanna, recently competed in the famous Regatta Week in the BVI's and won a second place finish on their boat with Ed Baird. A match race to beat the first place guy (sorry, I didn't catch his name) will occur during this week's Nippon Cup challenge in Japan. Doug will be teamed up with Ed Baird again. And then maybe we'll see him home again racing RAPID TRANSIT.



# YE OLDE WILDE TURKEY REGATTA

*Declare yerself a True & Faire Turkey  
and Ye Shall Be Awarded Points  
Equivalent to Yer Turkeyship!*

*The Thyme & Place Have Been Declared As  
The Austin Yacht Club  
9:30 am for Skippers  
10:30am for the Start  
November 29, 1992*

*The Price Shall Be A Faire & Miserly  
\$10 for Members of PHRF  
\$15 for Non-Members  
The Contest Shall Be Bye The Handicap System of  
PHRF*

*All Boats of The Keel Type Are Welcomed ~ Be They Spinnaker or Non  
AND*

*An Especial Invitation to All Keel Boats of the One Design Persuasion to See If Ye Can  
Calculate Thyme and Sail Yer Boat All At Once!!*

*If The Wynde doth Cooperate, Especial Courses of a Suitable Type Will Be Set to Offer Up A  
Different Format Yet of the Greatest Quality Providing For a Balanced Racing Course*

*~ Complimentary Grog Shall Be Served Following This Sporting Event ~*

*Come and Do Honoure to Our Forefathers Who First Stepped Ashore on this Great Lande  
and Shot the First Turkey They Sawest!*

**Bye The Kings Command Your Presence Is  
Requested ~ Defend Your Honour**

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**PREREGISTRATION: NAME: \_\_\_\_\_ BOAT CLASS: \_\_\_\_\_**  
**SAIL #: \_\_\_\_\_ SPIN. \_\_\_\_\_ NON-SPIN. \_\_\_\_\_**  
**MEMBER - \$10 \_\_\_\_\_ NON-MEMBER - \$15 \_\_\_\_\_**

**MAIL TO: AUSTIN YACHT CLUB, 5906 BEACON DR., AUSTIN, TX. 78734-1428**  
**OR: PHONE: 266-1336 FAX: 266-9804**





## AYC Keel Handicap Fleet

# HOLIDAY RACING SERIES



RED EYE WARM-UP REGATTA      December 13, 1992

RED EYE REGATTA      January 1, 1993

Where:      Austin Yacht Club

Schedule:      9:30 AM New Years Day Breakfast (Jan 1 Only)  
11:30 AM Registration & Skipper Check-in  
12:15 PM Skipper's Meeting  
1:30 PM First Warning Signal

Race Classes:      The regattas are open to all keel boats. There will be both spinnaker and non-spinnaker classes.

Scoring:      Each Regatta will be scored as an independent event. Scoring will be based on the PHRF of Lake Travis Handicap System.

Race Course:      Each regatta will consist of one race around the AYC buoys.

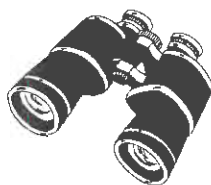
Entry Fee:      Keel Fleet Member:      \$15.00 per boat, per event  
Non-Member:      \$20.00 per boat, per event  
New Year's Breakfast:      \$3.00 per person\*

Rules/Equipment: Each Regatta will be governed by the International Yacht Racing Union (ISYRU), the rules of each class concerned (except as any of those are latered by the sailing instructions), and the sailing instructions. All yachts must comply with Texas Water Safety Rules.

# \* \* FLEET TALK \* \*

## A-FLEET NEWS

by Ted Smith



There are questions in life that seem to haunt us forever, like "is it real, or is it MEMOREX?". The current questions that loom over us are: 1) Is our sport dying? 2) Is our class dying? and 3) If 1) or 2) are yes, then what are we going to do about it? There was a lot of talk about this subject around the time of the annual Keel Fleet meeting because of perceptions of discontent with the scoring system and some proposals were talked to very seriously, but they never seemed to get very far. There was talk of golf handicaps, the old favorite "time on time" system, as well as others I think, but I'll be honest and say that I didn't give the subject much thought after that one meeting. I'm sure there are many others that did the same. That's a problem. If anything is going to get done, we've got to remind ourselves of the problem more than once a year. It's kind of like the Presidential elections. You know, every four years, brings talk of reform and ethics, but after the election, poof, back to traditional garbage. Not that we've got garbage, but I voted for Perot and I still have that "there are good plans lying all over Washington, we've just got to work together and get them done" feeling. So dust off those plans, or scratch your head in search of a new one. The country voted for a change. Maybe we can get enough "press" and "debates" before the next Keel Fleet meeting to get a record voter turnout and talk to the "issues". Will you vote "Bush", "Clinton", or go with "Crazy Perot"? Gee, this election stuff is invigorating. I hope I didn't O.D. on CSPAN or something.

On a different note, if you haven't seen the Bernsteins lately, it's not that they've lost interest or anything, it's just a long (and wet) drive to Lake Travis from Japan. Seems David got a temporary assignment there for a few months. In the meantime he and Gail will definitely be missed.

In the gossip column, the Spademan's have been at it again. Steve and Candy are expecting number two in March or April.

The Fall Regatta turned out to be a match race (i.e. only two entries, see paragraph 1) for A Fleet. The race pitted Steve Vaughan and the Soverel against Olympian Doug Kern and the Ross with Doug NOT settling for silver in this one. I let my auto racing interests prevail that weekend by going to Atlanta to watch my Austin buddies C.T. Hancock and Tom Dalrymple win first and third respectively in the SCCA Formula Ford National

Championships. (Just a little tidbit for any closet road racing nuts out there.)

I'll end with a quote by Steve McQueen in the movie "LeMans". The context is car racing, but it applies to sailing as well. "Racing is important to those who do it well. When you're racing, it's life. Anything else is just waiting."

## THE AGONY OF D FLEET

by Mark Bradford

As the polls closed on Nov. 3 I looked at the results in stunned amazement. NELSON REYNOLDS had swept the electoral vote in all 50 states. Down at CNN headquarters Wolf Blitzer was heard muttering, "What the bleep is this D Fleet anyway? Is it some elite sabotage unit invented by Norm Schwarzkopf? Maybe it has something to do with arms sales to Iraq."

NELSON promised no new D Fleet taxes which may have had something to do with his popularity in the polls, although I personally think it was his refusal to select a running mate that impressed the voters. "We must go forward into the future leaving the past behind us," said NELSON in response to questions about his agenda for the fleet. Me? I guess you could say I was a victim of the recent movement to remove incumbents from office. Maybe I'll write my autobiography from prison. Gee, I guess that's politics. Congratulations to our new commander and chief.

There are rumors about a blue boat way out on the forward horizon of the fleet amongst the SJ 7.7's. Is that a late starter from B Fleet or what? The first time I heard of CYNTHIA DARWIN was several years ago in an article in the Statesman about a crew training for the Adam's Cup. Above the article was a photo of her singlehanded a maxi on a close reach under chute up the face of a rogue wave in the Southern Ocean while 9 mos. pregnant. Was she actually knitting that sweater at the tiller or did Ty airbrush that in? It's tough having to race against people who practice. If these gals don't knock it off we're going to have to get them checked for steroids.



Congratulations to TY and MARY LOUISE. They were married the first weekend in October. Originally they had set the date for the last week in September but TY could not bear to miss Race Committee so they had all the invitations reprinted. May they live a long and happy life together.

BOB (Whatahisname)PILLMORE was spotted on the race course in REUNION on November 8. I have witnesses. LOUIE is still working on his house. I'm still not working on mine. No, I did not write this. I found it in a pasture.

## E-FLEET NEWS

by Dave Boerner

What do a Holder 20, a J-24, a Merit 25, a J-29, a Catalina 30, a Hobie 33 and a Hunter 34 have in common? They've all raced in E-Fleet this year! That's a difference in weights of over 9,000 lbs, a PHRF spread of 1 1/2 minutes per mile, and accommodations ranging from spartan daysailer to floating 3-bedroom condos. And the results? Competitive racing that was fun and saw new winners for each series. Isn't that what club racing is all about? Thank you E-Fleet. We've had a great year. Let's keep it going!

The two summer evening series proved the value of Saturday evening racing with excellent participation and favorable comments from almost all. Unfortunately on NO LE HACE we missed most of the second evening series as I found myself working too much and playing too little as I merged my architectural practice with the practice of fellow sailor and AYC member from D-Fleet R. B. KLUG to form our new partnership, KLUG + BOERNER/ARCHITECTS + PLANNERS. From the reports on the course and the races we did participate in though we heard stories of excellent racing and good times by all.

We followed this up with racing conditions for the Fall Series that were every bit as varied as the membership of E-Fleet. From what started with the promise of strong winds and close competition in the first race we ended up with a couple of world class drifters that gave new meaning to the word patience for the rest of the series.

On NO LE HACE we were rejoicing the first race for the strong winds that she was designed for as we plowed 5 1/2 tons of water out of the way under an 11' beam with a real working jib again. Unfortunately it was short-lived as the next race started into a hole at F-mark and the conditions

didn't get much better after that. We also managed to add another start to the series five minutes after the E-fleet start when we lost track of the horns and the unusual flag changes going on during the postponements. I don't believe I will soon forget the look on the faces of the Race Committee as we tried to figure out why they weren't showing a course — for the 9th start! Fortunately from the ashes of defeat we sometimes surprise ourselves and tracked the breeze channeling along the shore out of Cypress Creek for a ride around the outside of the fleet and the eventual win.

The following weekend the Race Committee had mercy on all of us and cancelled the race with even less wind than the week before. Unfortunately, this made the last race an all or nothing for the series and we started out in a classic drifter again. The NO LE HACE gang proved themselves again though as they gave it their all and kept me out of trouble by paying attention to the shifts and puffs to pull us into a first place dash to the finish with IMRE SZEKELYHIDI on BOAT. Coming into the race we knew we had to not only beat VERN HARRIS on DUCK LITE for a first in the series but we also had to put another boat between the two of us. IMRE was the hapless victim in this role and suffered the indignity of having us sit on his stern quarter and blanket him the entire downwind leg to the shortened finish line and the final dash across the line. Boat for boat the win was by barely more than our bowsprit. The finals for the series were the NO LE HACE gang in 1st, VERN HARRIS 2nd, and IMRE SZEKELYHIDI with a 3rd.

As this goes to press the Winter Series is going on and, again, we will have new competitors and new winners in E-fleet. The first race was a screamer starting in 35+ knot winds that knocked us out with too much wind and too few crew on board. We're hoping for a better compromise on the wind for the second race. We'll be missing the last half of the series though as the Caribbean is calling again. We're taking a Waqueiz 36 on a 200+ mile jaunt through the leeward islands from Antigua to San Marten by way of Nevis, St. Kitts, Eustacia, St. Barts, and Anguilla. Lake Travis it isn't! Congratulations in advance to the eventual winners of this series and to all of the participants from E-fleet.

It's also time to pass the scribe to a new fleet captain for 1993. Since that's always a good excuse for a fleet party let's plan on getting together after the series are over and selecting a new victim! Please give me a call or drop by after the races with your nomination and a suggestion for a date to celebrate a great year of fun racing in E-fleet.

## J-22 FLEET NEWS

From Under the Tumtum Tree

by Steve Brown

The Fall Series had a few surprises and a few not so surprising events. The first weekend three boats showed up (based on recent history somewhat of a surprise in itself) but lo and behold one of those boats was a Race Frog. Yes, folks, DAVE HILFER does have a J-22 and it does float.

Second week, second surprise -- the WOODWARD/RYLANDERboat showed up. Not too surprising is that they won though; well, they would have had the wind not died. Surprise two for this week is Race Frog was on the race course again, but without DAVE. In total for the second Sunday drifter six boats were racing.

No races on 10-4-92, no wind. But 10-11-92 different race committee, no wind, two races. Race Frog came out on top for the series with Wall Street J second followed closely by DEUCE COUPE.

The Canyon Lake circuit stop was dominated by AYC boats. MAX, with a little help from J.B., took first in a field of 18 boats. MITCHELL was second with WOODWARD/RYLANDERin 5th. Good work guys! That ought to show them who's boss.

Our fleet had a meeting of sorts 11-1-92. We elected MAX Fleet Captain, MARK - Secretary, and CLAUDIA - Treasurer. There was some discussion of changing the fleet championship formula to something no one understood, so nothing was done. Let's face it folks, we could not even remember the old formula (best 15 series races) so why complicate things. KISS!

It is my feeling if you do not want to race eight weekends a year at AYC maybe you should take up golf. Yes folks, only eight series race days a year (not even enough boat use to keep your slip under Harbor Rule 14) will get you in the hunt for the championship. We do not need a book-keeping nightmare to determine the champion; just come out and race. As for a separate participation award, why not just kiss your sister?

As all things, good or bad, must come to an end, this will be my final Telltale article. The last two years of doing this have been fun and I think you for your ear. I know that sometimes the way I see things may not be the same as everyone else, but I know we all agree that we have a good thing going with the two-two. Support your fleet, its officers, and help out when you can.



## J-24 FLEET NEWS

by Michael Wellman

Forty J/24's kicked off the 1993 Texas Circuit here in Austin on Oct. 23-24 under light and shifty winds. The Austin fleet had the largest number of entries with 15 boats. The Austin boats included the return of FRED SCHROTH. We also saw JOHN McBRIDE helming his first circuit stop, as well as CLAUDIA FOSTER, who had to step in at the last minute for EVERT BROERSMA, who had become ill. This was the largest turnout of Austin boats for a circuit stop.

The circuit festivities started early Friday afternoon with an 'on the water' workshop given by SCOTT YOUNG on tuning the J/24. This was followed by a classroom discussion on keel/bottom preparations, tactics and wind shifts on Lake Travis led by MIKE HAGGERTY, SCOTT YOUNG and FRED SCHROTH. MIKE ADAMS' video recorded the workshop. If you are interested in seeing this tape give him a call. Later that evening the fleet was treated to a lasagna dinner by Chef JANIS. Dinner was followed by the first Texas Circuit awards ceremony hosted by Dr. William Cantrell. The top ten finishers were recognized as well as 16 boats which made all the circuit stops in either the 1991 or 1992 season. The fleet also recognized Olympic Silver Award winners DOUG KERN and PAUL FOERSTER.

Despite the fluky conditions the cream of the crop rose to the top. AYC's YOUNG, HAGGERTY, and BERKU in their new boat took the regatta. BARTLETT and NELSON were close behind in fourth place. FRED SCHROTH looked as good as ever finishing in 14th with the HARDEN's following close behind in 15th. CLAUDIA FOSTER finished in 19th. Pretty good for a J/22 sailor. The rest of the fleet finished as follows: KIRK LIVINGSTON 23, JOHN McBRIDE 25, BROADWAY/SCHMIDT 26, KURT CARSON 29, DAVE CHENEY 31, STEVE FICKLIN 32, MICHAEL WELLMAN 35, SMITH/CORDELLE 36, MIKE EITELMAN 39, LOVING/ADAM 40.

A big THANK YOU goes out to all of you who helped make this circuit stop so successful. A special thanks goes to JANIS and KIRK LIVINGSTON for organizing and putting it all together. Also to SHIRLEY SLAUGHTER, MARTIE and HOWARD SHIREY for all their hard work making dinners and cleaning up afterwards on both days. Last, but not least, is all of you who helped with race committee.



The turnout for the Fall Regatta on Oct. 17-18 was as light as the winds with only five boats entered. Whether this was due to wind conditions or the competing event of the measurement party taking place in the work area at the same time is hard to say.

The winds were light and shifty on Saturday. As a result, only two races were able to be completed for the day. However, Sunday brought some stronger winds which allowed the RC to get three more races in. Although the fleet was small the racing was intense and closer than the standing would indicate. There were many lead changes and some interesting mark poundings. ROY SMITH with JOHN McBRIDE put pressure on the fleet. EVERT BROERSMA and BOBBY HARDEN dueled it out for the top spot with DAVE BROADWAY and the SUPERMAN crew close behind.

We have a new boat and member to welcome into the fleet. PAUL HUNN has recently purchased a J/24 from Utah. PAUL says he needs to do a few things to get it race ready. Hopefully, we will be seeing him out at the start of next season.

Congratulations to BOBBY HARDEN for winning the Fleet Championship title for the second year in a row. BOBBY and the RUNNING ON EMPTY crew put in a solid performance in all of the races for the series with top three finishes. DAVE BROADWAY followed closed behind in second place followed by MICHAEL WELLMAN in third. BILL LOVING/MIKE ADAMS took fourth place and is the winner of the Fleet Silver Trophy which is given to the highest finisher who had not won a trophy in the '92 season.

The annual fleet Christmas Party will be on Saturday, December 12 at 7pm (tentative). All skippers and crew are invited to attend. The fleet will provide the main course and drinks. All you need to bring is a side-dish to share and a present for the gift exchange. As of the time of this writing we have not found a place to have the party.

With the end of the '92 season comes the end of the fleet officers term. I would like to acknowledge PHIL SPLETTER our treasurer for the fine job he has done these last two years. And to KIRK LIVINGSTON who has done an excellent job as fleet captain. The fleet has become very active in the last several years -- socially as well as on the water. As a result we have seen our fleet grow. This is largely due to KIRK's and JANIS' hard work and active participation in the fleet. Also a special thanks goes out to

ROBBI NELSON who has been our social leader and has put a lot of time and effort into all of our social activities. Last is the fleet secretary, yours truly. I hope you have enjoyed these articles as much as I have putting them together. But now I'll be happy to turn the pen over to someone else. I know my wife, Theresa, is very happy about the end of my term (aren't you done with that article yet?!). I would also like to thank Telltale Editor Vicki Bremer for her patience and understanding as I faxed her these articles minutes before they were due. OK, sometimes minutes after they were due. Thank you. See you on the water.

## CATALINA 22 FLEET NEWS

by Dick Finnegan

This year has really flown by. It hardly seems like 11 months ago that a nice December rain started. The rest is, as they say, history.

I am amazed that the Club was able to recover as well as it did and still manage to put on a fine year of sailing programs. Many people are deserving of much thanks for all of their dedication, intentions, and efforts. I know in our fleet, CALIN surveyed the grounds; HOWARD was always at Buildings & Grounds committee meetings, Board meetings, or Race Committee meetings. And STEVE was very busy with Race Committee and helping the Captain of the fleet, me. MARTIE, CHARLENE, WALTER, and others were all very busy around the club with repairs, parties, banquets, and support in various forms. I am sure there are a lot more volunteers I'm unaware of ... but to all of you I say THANKS and KEEP UP THE GOOD WORK.

Personally I was not able to contribute as much time to the club as I would have liked, but I am pleased with the new grass growing on the Point. I will never forget the physical effort HOWARD put into the installation of the sprinkler system. Thanks for your help, HOWARD.

One of the big events for our fleet was the Texas State Spinnaker Championship held during the AYC Fall Regatta. The Austin Catalina Fleet #69 provided Friday night's dinner during registration and assisted with dinner on Saturday evening. Although attendance was lighter than we hoped for, everyone had a great time. To Commodore Jackson and his crew, thanks.

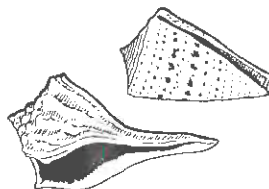


The C-22 fleet just had race committee duty for the second time this year. It seemed to go very well with steady winds, great knowledgeable volunteers, and a nice number of boats. I would encourage everyone to consider attending a race committee clinic next year and offering to be a race officer or one of our committee days. P.S. Happy birthday, MARTIE.

Finally, as busy as I have been this year I have still really enjoyed the opportunities to get out and sail with the members of this fleet (although it was rare when any of you WAITED for me!!). Throughout the year I felt that my task as captain was to keep our fleet strong in numbers and participation. I would like to encourage all of you to try to get out on the line more often and introduce someone else to the joy of sail boat racing and show them what a fine facility and group of people the Austin Yacht Club is. And who knows, maybe if they decide to take up sailboat racing I'll have someone else with me AT THE BACK OF THE PACK.

## C-15 FLEET NEWS

by Wade Bingaman



OK, OK, I'm sorry I missed the deadline for the last Tell-tale. I was heavily involved in preparing for a trial. I'm sure you were depressed at not having a fleet article in the last issue. Believe me, you were not as depressed as my client ended up being.

Anyway here's an update. Cheap Thrills was fun. The turn out was low but everyone that participated got a lot of racing. Thanks to JOHN SAUNDERS and the other J-22 fleet members for providing the race committee. They did a great job in light, shifting conditions. Also, thanks to STEVE CAUFFMAN and DIANE ZBASNIK for bringing the food and to JON FITCH for obtaining the awards. The results:

1. EVERT BROERSMA & crew
2. LAUREN FOSTER & Dad
3. WADE BINGAMAN & ERIC TIPPT
4. STEVE CAUFFMAN & PETE CANIZARO

The BIG news is that the C-15 Nationals will be held in Dallas next year. Word is they will be the second or third week of June. I'm going. You better too. They will never be closer anytime soon.

Also our C-15 Region has requested that we hold the District Regatta this year. Since districts need to take place before Nationals, I'm thinking we could have districts in conjunction with the Centerboard Regatta. This would help insure a large fleet for the regatta and serve as the district regatta without us having to do a lot of extra work. I would appreciate your opinions and ideas on this subject.

Our new fleet member is STEVEN HINSHAW (495-9498). He bought the Lackey's boat. Steven is a past AYC member who has recently returned to Austin. As always we are glad to have new members.

Our annual fleet party is scheduled for January 8, 1993 at my house. I will be in contact with everyone to fill in the details. Just remember to reserve that date. Also anyone planning to attend the AYC banquet who wants to sit together as a fleet should contact SALLIE BUCHNER. She will be reserving us a table.

The recent cool weather does not make me want to get on my boat. However, it does make me think about another trip to the Broken Spoke. I think the owners have forgotten our faces since our last visit, and we can get in again! Whiskey River take my mind .....

## LASER FLEET NEWS

by Fred Schroth

This month we are publishing the official results of the 1992 summer. As with all results there is need (according to FRED) to interpret the results. Seeing as how last month FRED alienated all those in the club who didn't race with this summer.

In the June results it should be apparent that FRED didn't sail very many races or do too well in those that he entered. FRED was sandbagging so more people would show up for the Governor's Cup Regatta.

In the July results FRED is absent altogether. That was because FRED won Governor's Cup by so wide a margin that he sold his boat and ran race committee to help teach everybody how to sail a little more competently.

In the August results it should be obvious that FRED sent JOHN BARTLETT out to test the fleet to see how much the sailors had learned. It's a good thing FRED sat out

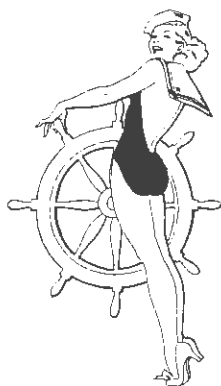
## LASER FLEET NEWS (cont'd)

because in September we had a great turnout of sailors who didn't realize how it feels to always lose to FRED.

We would humbly explain how HANK accidentally won the month of September but VICKI won't let us have any space.

### JUNE RESULTS

1. Hank Kleespies -- 20 points
2. Bill Mitchell -- 46
3. Ken Sherman -- 52
4. Bill Brydson -- 59
5. Richard Hlista -- 65
6. Deke DeKeyser -- 73
7. Kirk LeClear -- 75
8. Simon Elliot -- 114
9. Bill Smith -- 116
10. Sail #6784 -- 134
11. Kevin Reynolds -- 157



(19 races, 6 throwouts, RC rec'd an extra amt of throwouts equal to races held on their day)

### JULY RESULTS

1. Hank Kleespies -- 11 points
2. Dave Maguire -- 24
3. Deke DeKeyser -- 32
4. Richard Hlista -- 32
5. Kirk Livingston -- 42
6. Troy Lawson -- 44
7. Bill Mitchell -- 53
8. John Wilcox -- 53
9. Claude Welles -- 54
10. Sail #8885 -- 64

(Best 11 races)

### AUGUST RESULTS

1. John Bartlett -- 16 points
2. Hank Kleespies -- 22
3. Ken Sherman -- 37
4. Bill Mitchell -- 49
5. Bill Brydson -- 69
6. Deke DeKeyser -- 73
7. Claude Welles -- 99
8. Abigail Bentch -- 123

(Best 10 races)

### SEPTEMBER RESULTS

1. Hank Kleespies -- 29
2. Fred Schroth -- 32
3. Jason Morse -- 52
4. Ken Sherman -- 56
5. Bill Brydson -- 64
6. Troy Lawson -- 69
7. Deke DeKeyser -- 77
8. Claude Welles -- 79
9. Bill Mitchell -- 94
10. Kirk LeClear -- 100
11. Bruce MacDonald -- 101
12. John McBride -- 109
13. Bonner Cordelle -- 117
14. Robert Gorna -- 184

(Best 12 races)

### Common Keelboat Questions for Laser Sailors

1. Where do you keep your beer?
2. Who do you yell at when you make mistakes?
3. What day do you have Wednesday races?
4. When is the Easter Laser Regatta?
5. How do you take your friends for a ride?
6. What do you sail in the winter?
7. Don't you miss having crew?
8. What do you do when you get too old?
9. Why do you guys yell at each other so much?

### Answers

1. We don't keep it; we drink it.
2. Skippers don't make mistakes.
3. In the evening.
4. First Sunday after the first full moon after the Spring solstice.
5. Most of us also own floating R/V's for grandmother visits.
6. The Laser.
7. We buy ONE T-shirt, ONE beer, ONE meal ticket, etc.
8. We suppose HAP is closes to answering that question. Maybe in 20 or 30 years someone will find out.
9. We don't have crew and, besides, a large percentage of the yelling is at Fred.

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