

Telltale



October 2006

Monthly Newsletter

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Newsletter

Yolanda Cortés Mares, Editor
E-mail submissions by 5th of
month to: ymares@earthlink.net

AYC Business Hours

Tuesday-Saturday: noon—5:00 p.m.
Sunday: 11:00 a.m. —12:30 p.m.

Closed Mondays
Closed Club Holidays:

New Year's Day	1 January
Easter Sunday	16 April
Independence Day	4 July
Thanksgiving Day	23 November
Shopping Day	24 November
Christmas Day	25 December

From The Commodore By Paul Ballett



CONGRATULATIONS! **Scott Young, Doug Kern and John Morran** recently represented Austin Yacht Club in the 2006 US Men's Championship and Won! The Team has brought back to Austin the beautiful 'Mallory Cup'. **Scott Young** is now the only person to have won the trophy five times. This amazing accomplishment was celebrated at a reception in the club house, thanks to all who attended to raise a cheer and thank you to **Kathryn Ballett** and **Laura Barry** for putting it all together on short notice. We want to see this kind of success at AYC often so keep your eye on the calendar for warm-up events for next years Adam's, Mallory etc. Also expect to see more clinics on advanced racing tactics, match racing, etc.

I have joked with **Doug** and **John** that after their recent victory we should rename the P.B. & J. 'The first step to the Mallory'. **Doug** and **John** have given their expertise and shown their wonderful ability to link with the kids to the program year after year. I ask everyone to not only congratulate them but to thank them for all they do for the club. The sail training program is something that will be under the spot-

light again this month as the Board examines the future development and improvement of the program. Since joining AYC a year ago **Laura Barry**, our Sailing Director, and our Sail Training Commander, **Johannes Brinkman**, have done a great job of expanding and developing our Junior Sail Training program. They have some proposals for the Board to consider to continue that improvement. Check out the website or drop in the office to see details.

The Leukemia Cup is upon us. At writing, boats competing in the event have raised close to \$25,000 to find a cure. Watch this space for the final grand total of fundraising from the event. We have a crane booked to get boats in and out of the water and hope that everyone will take advantage of a great regatta at a time when many boats are already out of the water due to the lake level. The party will be great, tickets are available for non-sailors, so come out and dance under the stars.

Fall racing is going well at AYC with good attendance in most fleets so far. Certainly, the race committees have been challenged with some fickle winds and a reduced lake. Speaking of our race committees I would like to pass on all the praise they received at

(Continued on Page 7)



Front Gate Codes

As you may have seen in the e-mail sent from the AYC website, the gate code changed on October 3rd. If you did not see this e-mail maybe check your spam folder or update the e-mail address associated with your account on the website (see my July Telltale article on passwords and e-mail addresses; if you are not sure how to do this, Telltales are posted on the website also). We have move to a plan to change the gate code on a regular basis (and automatically deleted the previous code) now that we have a computer controlled system. In the past gate codes from several years ago stayed in the system even though 'replacement' codes were added. FYI, the gate access log showed that one of these ancient but still active codes was used by the person who vandalized and stole items from the clubhouse twice this summer. So obviously the intent of all of this change is to enhance the security at the club as we have to deal more with this kind of situation as the population density moves closer and closer to our grounds.

Basically, the gate code will change every 3 months on calendar quarters, and as part of this change the old code will still work for a week after the official change. An e-mail will go out a few days before each change and it will also be posted under your My Account information that you first see after logging in on the AYC site. And the code will continue to be posted at the bottom of your AYC bill. If you don't want to keep track of a changing code, you can always purchase a remote control that you can put on your key chain from the AYC Office.

Important AYC Board Agenda Items for October Meeting

The October Board Meeting is lining up to be a very important one. While this late in the year there won't be very many, if any, request to fund projects, the agenda is lining up to be heavy on 2007 planning, general procedural updates and land use items. I encourage you to check the website regularly as the details on these items will be linked in as they are developed. Placeholders for several specific items in these areas have already been posted, check them out.

Regards,
Eric Nelson, Vice Commodore



2006 Racing Schedule

October 1	Junior Fall Series #3 (Junior Racing)
October 1	Fall Series #3 (1:30 FWS)
October 6	Beer Can Series (7:00)
October 8	Junior Fall Series #4 (Junior Racing)
October 8	Fall Series #4 (1:30 FWS)
October 13	Beer Can Series (7:00)
October 13-15	Leukemia Cup Regatta
October 20	Beer Can Series (7:00)
October 21-22	UT Kathryn Hammond Intersectional Regatta
October 27	Beer Can Series (7:00)
October 29	Fall Series #5 (1:30 FWS)
October 29	Junior Fall Series #5
November 5	Fall Series #6 (1:30 FWS)
November 5	Junior Fall Series #6
November 11	Wild Turkey Regatta
January 1, '07	Red Eye Regatta (1:30 FWS)

2007 Tentative Racing Schedule

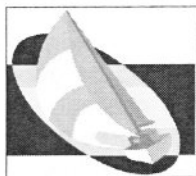
January 13	Frostbite Series #1 (tentative)
January 20	Frostbite Series #2 (tentative)
January 27	Frostbite Series #3 (tentative)

Please submit any comments about the 2007 tentative Racing Schedule to Laura Barry at the AYC Office.

AYC Upcoming Non-Racing Events

October 3	Roadrunners Board Meeting (noon)
October 7	Full Moon Raft-Up
October 21	Austin Windsurfing Clinic (AYC members invited)
October 26	AYC Board Meeting (7:30 p.m. Clubhouse)
October 28	Past Commodore Social
October 29	Ensign Social
November 2	Keel Handicap Fleet, Handicap Committee Open 7:30 p.m. Clubhouse)
November 16	AYC Board Meeting (7:30 p.m. Clubhouse)
November 30	Annual AYC Membership Meeting (7:30 p.m.)
December 2	AYC Annual Banquet (6:00 p.m., Hills of Lakeway Country Club)
December 9	Catalina 22 Fleet Christmas Party (5:00 p.m.)
December 16	J-24 Fleet Annual Meeting and Holiday Party (5:00 p.m.)

Sail Training News By Johannes Brinkmann



The numbers are in for this year's training activities. Training revenues were \$49,113 and expenses were \$39,033 resulting in net income of \$10,079. It's very encouraging that the net income covers this year's purchase of windsurfers

which will benefit the club for several more years.

Laura has prepared a preliminary budget and schedule for next year which build on this year's successful programs, lengthen the summer training season, and also add new programs like a "Parent & Me" program and an overnight camp program. In addition to increasing the number and quality of opportunities to create future sailors, the longer camp schedule makes it easier for AYC to recruit top quality instructors who want to work for clubs that offer a job that lasts all summer.

One significant issue facing the training program next year is the condition of the training fleet Sunfish, and the fact that the Sunfish are no longer the best cross over boat to transition larger kids from racing Optimists to racing Lasers, FJ's and 420's. No other clubs are racing Sunfish in the TSA circuit. In addition, there are newer designs available that are a better fit than the Sunfish for camp use with one or two sailors.

Laura has drafted a three year sail training fleet and facilities outline, and she has been researching options for replacing the club Sunfish with tri rig Lasers and a more versatile transition boat. Both of these items will be included in a proposal to be placed on the website in early October so that interested members can study the various options and their cost. We'll be looking for feedback over the next several weeks, and we hope to present a funding request to the board at the October meeting with the objective of gaining approval to replace the club Sunfish.

Johannes Brinkmann, Sail Training Commander

The Mallory Cup By Scott Young

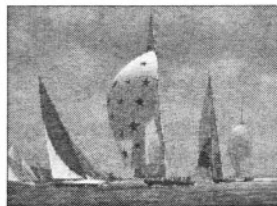


Clifford D. Mallory Cup

In 1952, a championship for men eighteen years and older was established during Robert N. Bavier, Jr.'s tenure as Executive Director of NAYRU. The family of Clifford D.

(Continued on Page 4)

Race Commander News By Larry Ratliff



Leukemia Cup: if it hasn't happened by the time you read this, it will be only a day or so away. I want to take this opportunity to thank all the people who have come forward to help with Race Committee. Offering the use of their boats for use by RC and

helping to get organized for the big day. I am sure that the racing will be good and the parties will be outstanding despite Mother Nature's efforts to shrink the lake.

The last series of the year is underway and will have a two week break starting with the Leukemia Cup. The last two races will be on 10/29 and 11/05. The last racing event of the year will be the Wild Turkey on 11/11. The Wild Turkey is sponsored by the Keel Fleet and is one of the really fun events of our season. Everyone come out and finish up the year with the Keel Fleet.

Another note of warning! The lake continues to drop and more dirt appears every day. Please be careful out there. The worst areas are the west shore of the lake from Keller's point south past Travis Landing and the area around Windy Point. Getting stuck on the hard is no fun...be aware that things change daily. Also be aware that the location of the low water buoys changes with the direction of the wind. Stay well away from them in order to be sure you're in enough water.

Just a note that the SI's for this series have changed. Please check and make sure you are aware of the changes (see SI # 11.6). This change was done to even the field and make sure that the shallow draft boats are using the same racing area as their deeper draft competitors.

See you on the course.



October 13-15, 2006

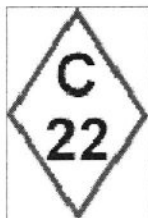
Haven't registered yet for the 2006 Leukemia Cup Regatta?

Simply visit www.active.com/donate/leukemiacupctx or www.austinyachtclub.org to register today!

Worried that you can't launch your boat for the 2006 Leukemia Cup Regatta?

A motorized crane will be available Friday of the regatta from 3:00 pm to 6:00 pm to launch boats that do not desire to ramp launch. The crane will also be available on Sunday from 1:00 pm to 4:00 pm to retrieve boats onto their trailers. Every effort will be made to see that out-of-town boats receive precedence at the crane.

C-22 Fleet News By John Grzinich



The Catalina 22 fleet is into the Fall Series, and getting prepared for Leukemia Cup

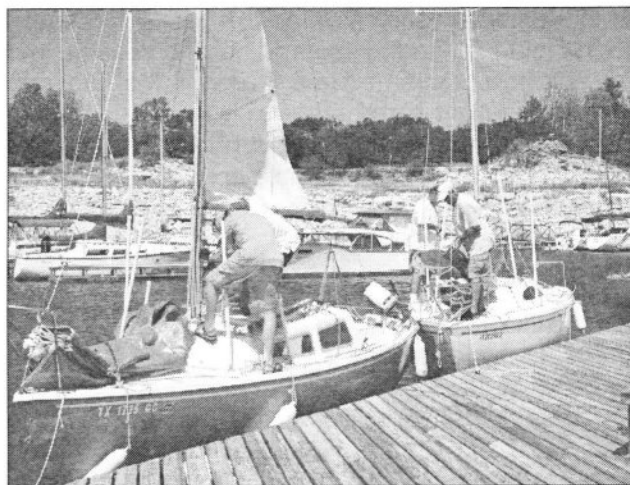
The first Fall Series race was abandoned for lack of wind. But, since then, we have had no shortage of wind. Fall Series race day two brought out 8 boats in breezy conditions. This is also a spinnaker series for the C22 fleet. **Peter Broberg** was victorious in race one and **Roy Crouse** in race two. The 3rd Fall Series was even windier with the fleet switching headsails to the 110% jib due to winds in 19 knot range with it gusting consistently to 22 knots. The fleet showed the great progress we've made in spinnaker racing by flying the shoot skillfully in those conditions. **Wade Bingaman** was the most skillful of all, winning both races. As I write this newsletter the fall series standing has **Peter Broberg** and **Johannes Brinkman** tied for first place, and the second place boats very close together in points. It should be a very competitive finish to the fall series for our fleet. **Jordon Owens** has made all the fall series races with his restored hull number 170, one the original C22's built in 1970. Catalina Yachts has built over 15,000 C22 since then. **Jordan** rebuilt the fore-deck which had softened, and installed the class legal shroud reinforcements, then finished the restoration with complete new paint job plus new rigging. The boat looks great!



Jordan Owens showing off his restored hull 170 to Wade Bingaman (below deck).

The dry slip sailors may be wondering about the ramp situation with the low lake level. At the last weekend in September for Fall Series day 3 the lake level was about 645'. The ramp ends at 638' according to painted message on the ramp. When I checked the LCRA lake level history for 1984, the year ramp was last extended, it shows a 639' level as the lowest. The ramp is now at

a fairly flat 6 degree grade. Considering most C22's need at least 3 feet of water at the keel for launch and retrieval, the ability to launch C22's should be OK until about the 641' to 642' level. But you need to check how high in the trailer your boat sits to be sure. At the current rate in drop of the lake level, we should be good until around November 3rd. However, the challenge is for C22's is the flatness of the ramp at a 6 degree grade which means there is about 32 feet of horizontal water between 3 feet and zero. For my trailer, even with a 7.5 foot extender, I still have my pickup truck's back wheels into about 10 inches of water.



Jeff Raun and Roy Crouse setting up C22's at the crowded rigging dock.

The Catalina 22 Fleet had such a good time during the last social outing to Walburg for German food and polka music we are going to do again in October to celebrate Oktoberfest.

John Grzinich, Catalina 22 Fleet Captain

Mallory Cup... (Continued from Page 3)

Mallory, who revived NAYRU in 1925, provided a magnificent sterling silver tureen, purportedly from the estate of Lord Nelson. It was immediately popular, with twenty of the twenty-three district associations competing in the inaugural match won by Cornelius Shields of the Larchmont Yacht Club. The Mallory Cup has been won by such notables as Buddy Melges, John Kolijs, Glen Darden and many other well known champions.

Growing up sailing in Texas, the Mallory Cup has always been one of the most coveted championships. Winning the TYA and Area F eliminations were often more difficult than winning the finals because of the depth of competition here in Texas. Notable Texans

(Continued on Page 10)

J-24 Fleet News By Eric Nelson

**J[®]
24**

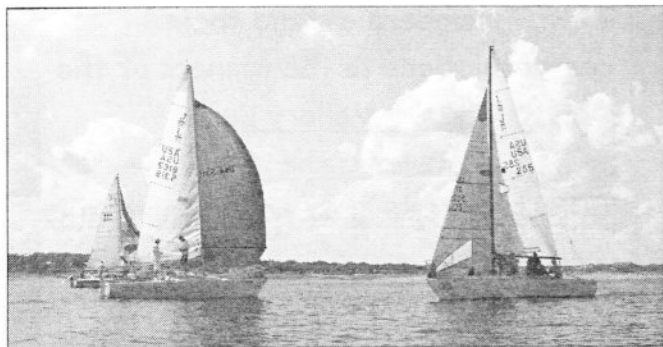
Plenty of "hand racing" was on tap during the Burgers & Brats Fall Social! (Photo Right)



More happy J/24 racers at the Fall Social (Photo Left)

Race, Race, Race... Party, Party, Party

This has pretty much been the mantra of the J/24 Fleet this past month. With 11 different boats competing in the Fall Series and the local Fleet making up almost half of the 20 boat J/24 Texas Circuit fleet at this month's Austin stop, AYC's J/24s have been racing their keels off! And the racing has also been great; while **Superman** is on a big roll with a string of bullets, second place is wide open with only 4 points separating 3 boats. Plus AYC J/24s made their presence known at the circuit stop with one winning overall and another one winning 3 out of the 6 races. How does the Fleet pace itself to keep all of this going...well party between the races of course! Starting out with a big Fall Series opener social to the following weekend's J/24 Austin Circuit Stop parties and closing out the month with a "leftovers" social to clean out the J/24 party supply cupboards (how old was that leftover keg beer anyway?).

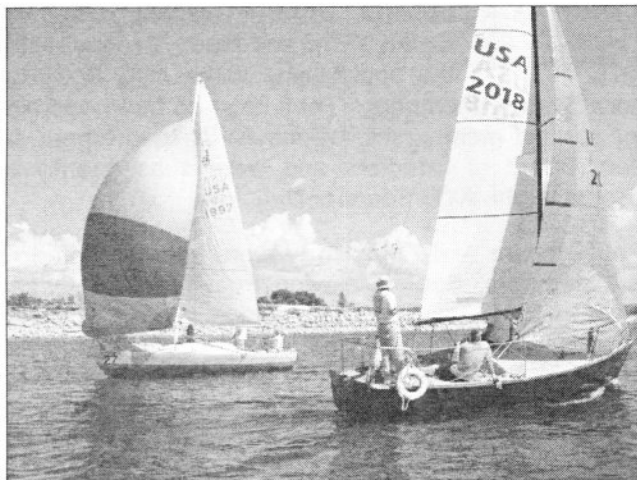


mr. happy trying to keep their chute filled to pull on **Evil, Wicked, Mean & Nasty** during light air Fall Series action

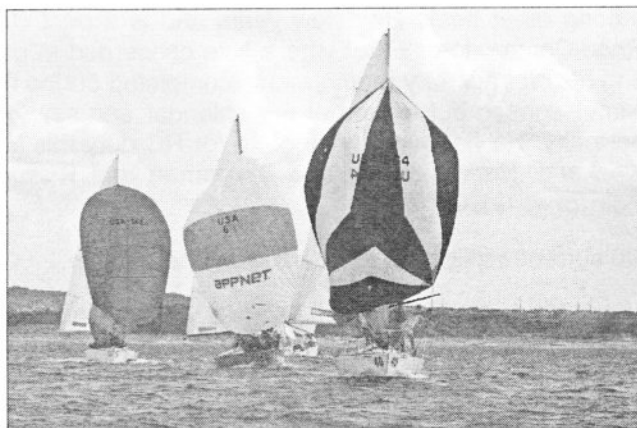
Don't forget with the Leukemia Cup coming up this month we it will be able to continue our Race, Party, Race habit and do it all in one weekend in style! If you have not registered yet for this inaugural version of this unique AYC event you should check out all the details

and register on-line via the AYC website. Hope to see you there!

Regards,
Eric, Austin J/24 Fleet Reporter



Out of Control showing **Ammo Box** the favored downwind side of the course during Fall Series #1



Code Blue (bow 40) preparing for a free fly douse at the gate during the Circuit stop



Running on Empty (bow 99) leading a pack of J/24s downwind during the Circuit stop

Membership News By Danny Lien



Approval of Probationary Members:

Joseph Enno, Graham Galloway, Collin Fish, and Rudy Brown submitted applications to be AYC RoadRunners Student members. They have all been approved for student membership by the AYC RoadRunner student Board of Directors and were subsequently accepted by the AYC Board of Directors.

Paul Horton and Elliot Bray were both accepted as Sr. Members. **Paul** is moving from the New Orleans area to Lake Travis, is very active in Corsair Racing nationally, since 2002, and also owns a Laser. **Paul** sailed at Lake Travis in the late 80s in Lasers and Windsurfers. References: **Fred, Voldi and John Bartlett**. **Elliot** plans to be a winter Texan (as he and his wife cruise on their motorcruiser in the summers). He crewed on an Ensign and C&C 27 and other boats on Galveston Bay for years and also raced his Ericson 30 on the Chesapeake. He also raced a Flying Scot among other boats for a few years and is a past club Race-Commodore. **Elliot** was a little concerned in getting his probationary requirements completed during the winter season but looked at our calendar and saw opportunity. He has already stood in for RC duty this last weekend. References: **Wade Bingaman and Russell Painton**.

No current application for Associate Membership.

Note: **Mark Salih** (mostly J22 and Laser) and **Gary Devin** (mostly crew on C22s) have recently applied for Sr. Membership and will be considered next month.

Members' Status Changes:

Frederick Deboes has successfully completed his probationary year and is accepted as a Sr. Member.

Barbara Prashner has successfully completed her probationary year and is accepted as an Associate Member.

JB Hammond is just barely under the number of races and has completed much volunteer work at AYC this past year. With his recent job change he has more time to race a little more and I will hold him to that. He was accepted as a Senior Member.

Scott Spurlin was granted resignation in good standing.

David Durocher was granted resignation in good standing. **David and Chaviess** have moved to the

northwest but plan to be back in a couple years.

Lori Van Dell has used the Club little in the past two years spending much time in California and time with family in Michigan. She was granted resignation in good standing..

Membership Class Totals: - Note: reconciled with AYC office membership billing records +2 Sr., +1Stu being the Sea Scout Troop and - 1 Non Res.)

MEMBERSHIP TOTALS	August EOM**	ADD	SUB	September EOM
Senior	347	2	3	346
*Honorary	7			7
*Life Member	21			21
Associate	15			15
Young Adult	8			8
Junior Student Member	18	4		22
UTIST Member	16			16
*Leave of Absence	0			0
Non-Resident	8			8
Ol' Salt 10 Year	10			10
Ol' Salt 30 Year	18			18
Total Non-Paying Members	46			46
Total Paying Members	422			425
Total Members	468			471

The Austin Yacht Club and it's
members extend their
congratulations to the winners of the
2006 Mallory Cup
and the
2006 U.S. Men's National Championship

Doug Kern
John Morran
Scott Young

Press Release Reprint: AYC Members Win '06 Mallory Cup!



SCOTT YOUNG MAKES HISTORY WINNING FIFTH U.S. MEN'S SAILING CHAMPIONSHIP TITLE

Marblehead, Mass. (September 22, 2006) - **Scott Young** (Austin, TX) knows a thing or two about competing in and winning a US SAILING National Championship, he has done it many times before. Today, **Young** won his fifth U.S. Men's Championship title, a feat no other sailor has accomplished before in the event's 54-year history. This is the third time **Young** won the event as a skipper (which has been done before) and he also won it twice as crew.

"I'm so excited," said **Young** after getting off the water at the end of today's racing. "I'm not sure yet where I'm going to put the trophy this time," he commented about the Mallory Cup, which is presented to the winner of the U.S. Men's Championship.

With several past winners of the Championship in the fleet, this wasn't an easy regatta win for **Young** and his crew **John Morran** and **Douglas Kern** (all from Austin, TX). What made it even more difficult for **Young** and his crew was that the team had never sailed in Sonars before, the boats used in the event. Going into today,

Commodore... (Continued from Page 1)

the recent J24 circuit stop. Everyone praised the race committee headed by **Bruce Foster** for the fantastic courses and execution. Thank you to all our race committees and Scoring Committee for all the great work during this year!

See you at the Leukemia Cup!



this team sailing out of Austin Yacht Club was just three points ahead of the Louisiana team of **David Bolyard Jr.**, **Kurt Adler**, and **David Bolyard Sr.** (a previous Mallory Cup winner), all from Mandeville, La. Just another four points behind was another past champion, **Charles Quigley** of host club Boston Yacht Club.

"It was exciting even going into the final race today," said **Young**. "We had a good start and managed to stay ahead. We tried to stay clean, out of trouble and sail consistently this regatta and that's what we did."

With 3-2 finishes in today's racing, **Young** managed to stay ahead of **Bolyard**, an 18-year-old sailor whose crew included his father, by six points overall. Behind **Bolyard**, **Charles Quigley** finished in third place overall with 44 points.

In addition to winning the U.S. Men's Championship five times, **Young** has won two other US SAILING National Championship titles in his sailing career: as a youth sailor, he won the U.S. Junior Doublehanded Championship (Bemis Trophy) in 1975 and the U.S. Junior Singlehanded Championship (Smythe Trophy) in 1976.

For complete results, daily reports, and photos from the U.S. Men's Championship, please visit the event website at www.ussailing.org/championships/adult/usmsc.

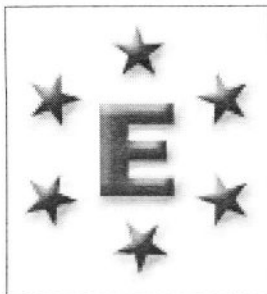
The U.S. Men's Sailing Championship is part of US SAILING's National Adult Championships, all of which are sponsored by Rolex Watch U.S.A., Inc. For more information on the event, which was also sponsored by Dry Creek Vineyard, please visit www.ussailing.org/championships or contact US SAILING's Championships Manager Liz Walker at championships@ussailing.org.

The United States Sailing Association (US SAILING) is the national governing body for sailing and sailboat racing. Headquartered in Portsmouth, Rhode Island, the organization's mission is to encourage participation and promote excellence in sailing and racing in the U.S. US SAILING offers training and education programs, supports a wide range of sailing organizations and communities, and provides administration and oversight of competitive sailing across the country, including National Championships, the US Sailing Teams and the U.S. Olympic and Paralympic Sailing Teams. For more information, please visit www.ussailing.org.

Final results:

1. **Scott Young/John Morran/Douglas Kern** (all from Austin, TX); 1-4-1-1-2-5-7-5-3-2, 32 points
2. **David Bolyard Jr./Kurt Adler/David Bolyard Sr.** (all from Mandeville, La.); 3-1-11-2-5-3-1-2-2-6, 38 points
3. **Charles Quigley/Charlie Garrard/Steve Cheney** (Winthrop, Mass./Marblehead, Mass./Marblehead, Mass.); 4-3-2-3-2-1-6-3-10-7-3, 44 points

Ensign Fleet News By Randolph Bertin



Fall Series begins (sort of):

No water + no wind = no race. Well, okay, there was still enough water in the lake to have a race, but several Ensigns are on the hard, perhaps waiting for the lake level to rise so they don't have to have their boat hammered out on the point. As for the rest of us, six boats made it out for the

opening of the Fall Series (way back on September 10): **Avalon, Dos Locos, Esmeralda, Festina Lente, Flying Dutchmen** and **J. Seagull**. The wind filled in as a few nearby storms flared up, and we managed to get around the course once. Unfortunately we had a W2, and on our final downwind leg, the wind simply died. Well, actually, it kind of evaporated until not even a hint of a breeze remained as the entire fleet of AYC boats drifted to almost a complete halt (**Dos Locos** was somehow drifting toward the final leeward mark while the rest of us went swimming). When, in spite of giving the wind every possible chance to return, nothing was doing, the race was finally abandoned.

The race was not without interest, though. **Frans Dahmen** appeared to be trying out a new ultra-lightweight foredeck crew.



Quite the spread for the wedding shower

After the abandonment, the Ensign and laser fleets celebrated the engagement of **Jonathan Baker** to his fiancée **Tamara Edwards**. A special thanks goes to those who handled the preparations for the party, **Norma Lien, Carolyn Wilsford, and Kelly Groll**. We had quite a few Ensign fleet members there to wish

the soon to be married couple well. In addition to the crews aboard the boats listed above, our party was enlivened by the additional presence of **James and Amy Bené, Cliff and Sue Price** and **Jim Casto** (Jim raced that day too, but on his catamaran) who joined us to celebrate this wonderful occasion.



Expanding the Ensign fleet

RC: For the second race in the Fall Series, the Ensign fleet served as Race Committee. Fleet members **Danny Lien, Randolph Bertin, Bill Hawk, James and Carolyn Wilsford, and Frans Dahmen** all made it out to help out their fellow club sailors, but what with people out of town or sick or having other commitments, things were looking a little short, personnel wise. We were happy to be joined by brand new AYC member **Elliot Bray** (who, as it turns out, sailed aboard Ensigns several years on Galveston Bay). Fortunately for us, but perhaps not so fortunate for him, **Doug Laws** had no crew for racing, so he generously offered to help us out. In turn, I suppose we are going to need to find an Ensign for **Doug** and make him a member of the fleet!

A front was coming through, and we had winds out of the North, fairly strong and gusty. It was a spectacularly beautiful day with good, challenging conditions. We did our jobs, set up a course, got everyone started, and recorded the finishes. Too bad we couldn't race as well.

Baker gets hitched (one down, one to go): On Saturday, September 30, while not an official AYC activity, fleet captain **Jonathan Baker** married **Tamara Edwards**, with a number of sailors in attendance (though you wouldn't have recognized us, dressed up as we were and all). And there was much rejoicing.

Ensign Fleet... (Continued from Page 8)



Frans and Carolyn heat up the dance floor while Deborah is puzzled (Photo Left)



The Newlyweds (Photo Right)

We like to think that we haven't lost a sailor, but gained a sailor-in-law. Welcome to the fleet Tamara!

Fall 3, halfway done: The First day of October brought clear weather that alternated between moderate and gusty. Winds were typically around 10 and 12 knots, but intermittently a very deep band (lasting around 5 minutes or so) of 18-20 knots would sweep down the lake. All in all, the conditions were fairly demanding, and most of the sailors were pretty wiped out by late afternoon. The Ensign fleet brought five boats to the line, **Bill Curra**, **Danny Lien**, **Frans Dahmen**, **James Wilsford**, and **Randolph Bertin** were the skippers of record, while regular helmsmen **Bill Hawk** and **Tom Groll** came out to crew, **Bill** sailing aboard **Esmeralda** and **Tom** on the **Flying Dutchman**. **Lewis Price** also was able to join us for some racing excitement, helping out on **Dos Locos**. The competition was pretty tight for both of the races, but when all was said and done, the order of finish in each race was exactly the same from top to bottom. **Chaparral** had it all together picking up two firsts with solid driving by **Danny** and excellent crew work from **Carolyn Wilsford**, and **Norma and Beka Lien**. **Frans** and **Tom** teamed up to take two 2s, holding on in the latter race of the day to edge out **Festina Lente** by two or three seconds. **Esmeralda** and **Dos Locos** rounded out the standings, having opted against flying their spinnakers in the difficult conditions. **James** said afterwards, "We were looking to avoid excess stress."

There certainly were some tense moments (and raised voices) at start of the second race, and later when **Festina Lente**, just (barely) under (or out of?) control, auto-tacked onto starboard and into a crowd of port tackers shortly after rounding the leeward mark. While there were no collisions that arose from these situa-

tions, nor even fouls, the fleet did not escape the day without incident. During the first race, while **Dos Locos** was sailing on the second downwind leg, just about to pass outside the committee boat on starboard tack, an unidentified J-22 sailing under main alone (as they had recently finished their race) sailed in front of them on port! Although having the right of way, **Bill Curra** ended up sailing by the lee in an attempt to let the J boat get past, but there wasn't quite enough room to clear.... Just a reminder that we all need to be attentive to the presence of other boats, even when we are "unwinding" after or between races.

So with half the series over, the standings to date are just that of Fall Series 3, being all the races completed. Only three more series races left in 2006. So, come out and get in a last bit of fun before the season ends. We can't make any promises about what the weather will bring, but you can count on having a good time.

The Ensign fleet has a final social of the year scheduled for Sunday, October 29, immediately following the 5th installment of the Fall Series. It will be fairly informal, but if you are racing, think about sticking around. And if you aren't racing and can't find anything better to do on a Sunday than hang out with an odd assortment of characters, come on out and join us.

Randolph Bertin

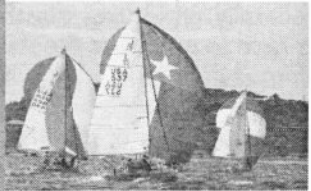
Friday Night
Registration, Free Beer, Snacks

5 Star Saturday Breakfast
See Listing of Raffle Items

Saturday Dinner Extravaganza
Free Happy Hour
Free Live Music by Riverstone
Delicious Catered Italian Dinner
Outrageous Raffle Drawing
Dance under the stars

Sunday
Free Continental Breakfast
Burger lunch for sale
Trophies!

DATE: OCTOBER 13, 14, 15



Registration Includes:
• 2 Free Dinner Tickets (a \$40 value)
• Sailing Dirty Bag filled with goodies

Leukemia Cup

Don't Forget to Register

Mallory Cup... (Continued from Page 4)

who have won the Mallory Cup include John Kolius, Glen Darden, Paul Foerrester, Mark Foster, Marvin Beckman, and yours truly. When you are sailing in the finals at this event, you definitely sense the historical significance of competing in the Mallory Finals.

The finals this year were hosted by the Boston Yacht Club located in Marblehead MA. Marblehead is a very tradition rich sailing town and a fantastic sailing venue. BYC supplied 11, very evenly matched Sonars with North Sails providing brand new sails for each boat.

John Morran, Doug Kern and I arrived in Boston without ever having stepped foot on a Sonar. Fortunately, we were allowed a practice day which was delayed slightly due to a broken outhaul. We missed the first couple of practice races but were able to get in one start and one short race. We seemed to be competitive but you never know until the racing starts.

We felt going into the regatta, that Charles Quigley would be the toughest competitor. He won the Mallory Cup a few years ago and is a top Sonar sailor and is based at the hosting Yacht Club. We also had our eye on the Bolyard's from New Orleans who have been on the winning boat four previous times; and the team from California which had New Zealand's Scott Dickson (brother of Chris Dickson) calling tactics.

The first day of the event started under clear skies with a puffy, shifty northerly breeze. We started pretty conservatively and rounded the weather mark second, eventually grounding down the team that was leading the race to win it. As the day progressed, the winds became shiftier and puffier with radical left side shifts coming through that sometimes made it difficult to lay the leeward end of the line at the start. We got a little too conservative in the 2nd race and rallied pretty hard to get a 4th. The last 3 races of the day we fought hard for the favored leeward end of the line and were able to nail each start and lead all the way around each of the last 3 races of the day. We felt very good about our day but were exhausted! None of us had sailed 5 races in one day in a while.

Even though we had sailed so well the first day, we only had a slim lead on Quigley going into the second day. He had sailed consistently well the first day but the Bolyard's were pretty far back in 3rd. Our strategy was to just do what we had to do to stay near (and hopefully beat) Quigley and to try and manage the remaining races to our advantage.

The second day dawned with a reinforcement cold front blowing in and the first race of the day was started in puffs up to 25 knots after a couple of postponements

due to breakdowns. We started conservatively and figured we would rely on our heavy air sailing ability to pull us through. Quigley started like he was shot out of a cannon and quickly had a big lead. We were getting ping-ponged all over the course and rounded the weather mark in 8th or 9th. This is where having a team like **Doug Kern** and **John Morran** pulls you through. We set our chute and flew downwind in a huge puff and caught up a lot of distance on the fleet to round the leeward mark much closer to the pack. On the next beat we continued to gain to round the weather mark in 4th. On the run to the finish, we were able to pass two more boats with superior downwind technique to rally to a second. I made a comment to **Doug** and **John** at the finish of that race that that was the kind of rally that wins the Mallory Cup.

Unfortunately, the next 3 races of the day, we couldn't maintain the momentum that we had established in our rally of the 1st race and sailed too conservatively to limp home with a 5-7-5. In each those races, we rallied from the back of the pack just to get those lackluster finishes! The wind had died quite a bit and everyone was capable of making the boats go about the same speed so it really came down to getting good starts. We were very conscious of the fact that there is no throw-out race in the Mallory and also no ability to absolve a foul by doing a 720 or taking a percentage penalty. If you foul and you are wrong....you are out! I think this contributed to me being a little too conservative but in hindsight, it was probably the best way to sail. Even after our disappointing last 3 races, we actually picked up 1 point on the day on Quigley but we lost considerable ground to Bolyard and the team from Vinyard Haven who was in 4th. In fact, going into the final day, we would only have a 3 point lead on Bolyard and only 6 points on Quigley. With 11 boats, one bad start and your lead could be quickly lost.

The final day was postponed in the morning due to the dying northerly from the previous day fighting the sea breeze. Finally about noon, we were able to start the 10th race. Our strategy going into the final day was to sail our own race and be aggressive. We wanted to sail with a sense of urgency....as if we were behind. Quigley who was the local, fought hard to start at the boat end of the line, clearly wanted to go right. Bolyard started at the pin and wanted to go left. We started in the middle and quickly saw the left was going to have more breeze. We rounded the weather mark in 3rd with Bolyard just ahead of us. Quigley got killed on the right and was well back. We closed up just behind Bolyard at the leeward mark and were the first to tack left. Within minutes we were already crossing Bolyard and closing in on the lead. On the run to the finish, we took a bit of a gamble and did not cover Bolyard when he jbyed away from us near the finish because we thought

(Continued on Page 11)

Wurstfest! Junior RoadRunners



Schedule:

October 1	1st Board Meeting of 2006-2007 (12 p.m.)
October 1	Fall Series Race #3 (1 p.m.)
October 2	Windsurfing Practice (5 p.m.)
October 3	HS/MS Practice (5:30 p.m.)
October 8	Fall Series Race #4 (1:30 p.m.)
October 9	Windsurfing Practice (5 p.m.)
October 10	HS/MS Practice (5:30 p.m.)
October 15	Leukemia Cup Regatta Lunch (1:00 p.m.)
October 16	Windsurfing Practice (5 p.m.)
October 17	HS/MS Practice (5:30 p.m.)
October 21	Austin Windsurfing Clinic (\$10 if you have your own windsurfing stuff, \$20 if you don't)
October 22	Practice for everyone (2:00 p.m.)
October 23	Windsurfing Practice (5 p.m.) - LAST ONE!
October 24	HS/MS Practice (5:30 p.m.) - LAST ONE!
October 29	Fall Series Race #5 (1:30 p.m.)
November 5	Last Fall Series Race #6 (1:30 p.m.)
November 4-5	Wurstfest Regatta at Lake Canyon Yacht Club

Sunday Practices will resume on Nov 12 @ 2pm for Everyone

www.aycroadrunners.net

Wurstfest Regatta at Lake Canyon Yacht Club

They will have Sunfish, Optimists, Flying Scot, Laser, Vanguard-15, and a separate Portsmouth Dinghy class! Five or more one design or level class boats constitute a class. All others will race under the applicable handicap system. Register online at www.wurstfestregatta.com. \$35 for single-handed boats and \$40 for boats with more than 1 crewmember. \$5 late fee for registration after October 28. **Questions?** Contact Laura Barry at AYC office or at: laura@austinyachtclub.org (Wurstfest will also have a windsurfing class! See www.austinsailworks.com for details.)

Volunteers are needed for the Leukemia Cup Regatta Lunch (1:00 p.m. on October 15) and for Race Committee on October 8 (set-up at 1:00 p.m.). Please contact Laura Barry if you're interested in volunteering.

Mallory Cup... (Continued from Page 10)

we had a good chance to win the race and get a boat in between. Unfortunately the wind completely died and shifted and not only did we not win the race but we lost Bolyard right at the finish. So, with one race to go, our lead had dwindled to only two points.

With one race to go, we expected Bolyard to engage us at the start but surprisingly, they stayed away from us and elected to start near the weather end. We still felt there was still better breeze on the left but there was a possible lane working down from the right. We nailed the leeward end start and rolled over the top of Quigley. After about 2 or 3 minutes of sailing, we started to get lifted. For a while, it was not looking good for us because Bolyard was on the inside of the lift. But, as had held true in the prior race, the breeze was stronger on the left and after tacking to port, we gradually got lifted and were able to cross everyone on

the right including Bolyard. At the windward mark we were a pretty strong second with Bolyard in 4th. From that point on, we just made sure that we didn't let Bolyard get away from us and we went on to finish 2nd in the race to Bolyard's 4th and won the championship with a 6 point advantage.

I would be remiss if I didn't tell you what everyone already knows. **John Morran** and **Doug Kern** are two of the best people you could ever hope to sail with and they made my job pretty easy. They are also two of my best friends and we always managed to make it fun. Even though we hadn't sailed in a Mallory event since we won together in 1987, it was as if no time had passed and we were able to get back in the competitive groove pretty easily.

We are very proud to have been able to represent Austin Yacht Club in such a prestigious event and proud to have brought the Mallory Cup back to Austin.

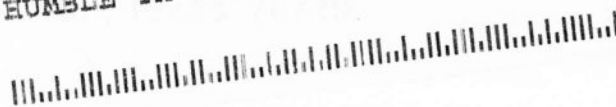
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