

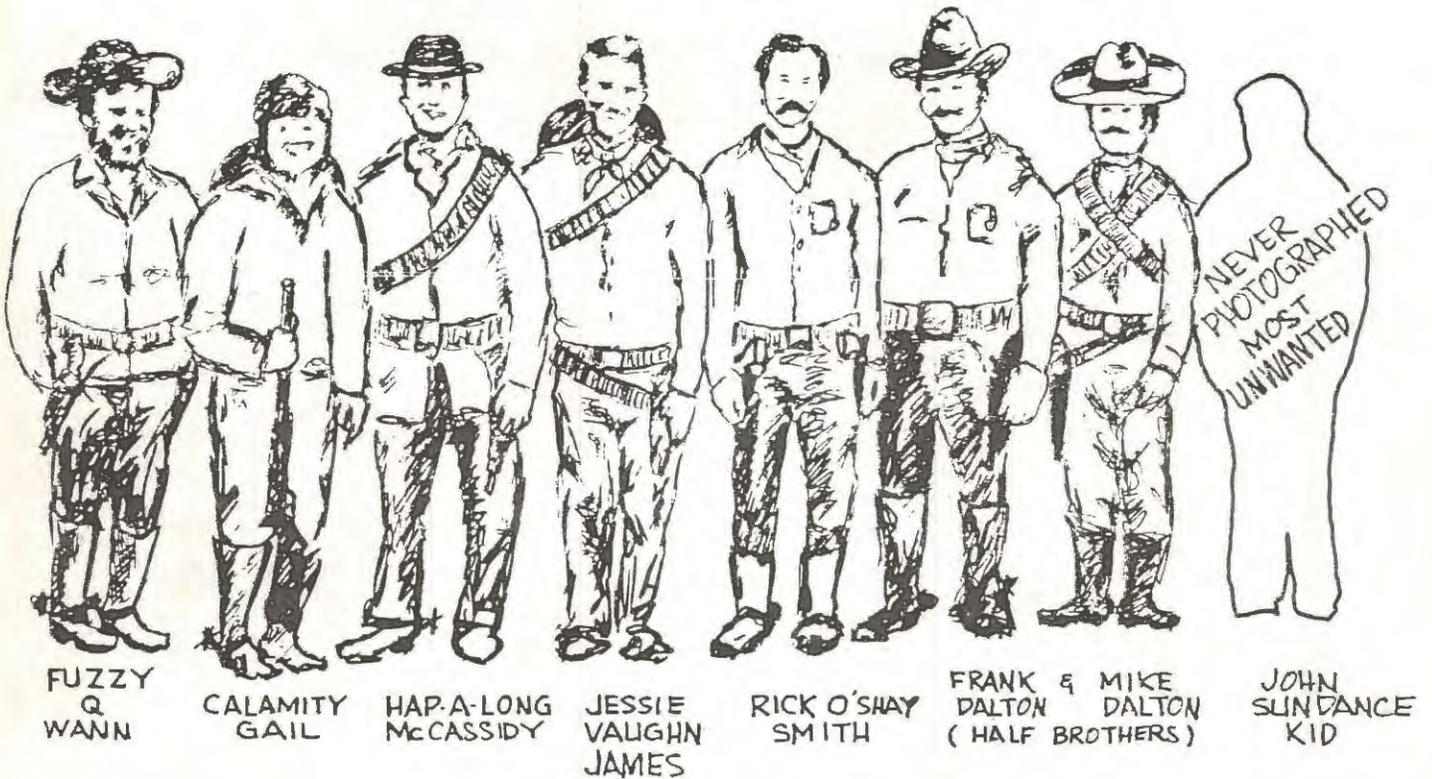
Aug. 1985

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Telltale

AUSTIN YACHT CLUB
5906 Beacon Drive
Austin, Texas 78734

Business Office 266-1336
Clubhouse 266-1897

AUGUST 1985

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J-22-----Doug Woodward
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J-29-----Russell Painton
Keel Handicap-----Claude Welles
Laser-----
Merit 25-----Steve Bangs
South Coast 21-----Danny Lien
Thistle-----Ed Halter

Telltale Editor-----Kristi Blankenship

ANOTHER GREAT TELLTALE COVER BY WALTER ALLAN.





FROM THE COMMODORE

Steve Vaughan

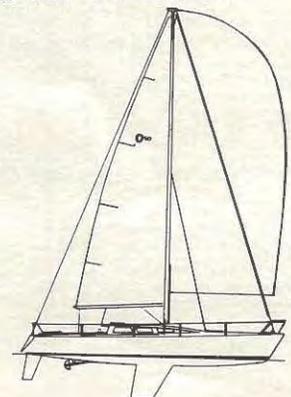
The 1985 Austin Yacht Club Governor's Cup Regatta undoubtedly set a new AYC record for the most postponement hours waiting on the wind. Notwithstanding, the regatta was still a great success allowing extended periods of time for floating on a life cushion while sipping your favorite beverage. While I enjoyed participating in the regatta, I can truthfully tell you that it was in stark contrast to the very next race I entered.

Following the Governor's Cup last month, I packed up my computer and foul weather gear and headed for the Port Huron to Mackinac Island race in an attempt to satisfy my middle-aged sailing crazies. During this race, I found myself longing for the drifting wind conditions back on Lake Travis. While I have experienced heavy wind conditions on Lake Travis, never have I had to sail through them for some 20 hours--in the dark, in the cold rain, in eight to twelve foot waves, close to big rocks at times, with people who were seasick at times, with an intermittent Loran. Fortunately, we had the "famous ocean racing duo" Miles Wood and John Barnett to steer the Hobie 33 to a fourth place finish. That finish seemed respectable considering that over 30 percent of the fleet dropped out, broke down, or came to their senses due to the adverse weather conditions. I found myself willing to trade an entire weekend of drifting on Lake Travis if it would only get me out of one more trip down below. I can now truthfully say I know what it is like to be seasick and what a relief it was to return to Lake Travis.

Here at AYC much has been accomplished in the last two months, and I am pleased to report that the replacement Dock 6 should be ready for occupancy in September. Assuming no major storms, this will mean that we may have made our last panic repair on the existing dock. In addition, both rigging docks have been replanked to prevent anyone else from falling through. Trenton Wann has invested many hours in these endeavors. Please join me in extending a sincere thank you to Trenton and his many volunteers.

And a final note on the continuing capital improvements, thanks to Hap and his ditch-digging toys, we will shortly begin construction on an additional 30 parking spaces in the lower parking lot.

Hope to see you on the race course.



FROM THE FLEETS

NITE IN VEGAS
or
A TERRIFIC EVENING ABOARD THE S. S. ROADRUNNER
by Jim Smith



The gangway was lined with hurricane lamps and the longboats had been colorfully decorated and slung overhead to make more room on deck. Candles lit the tables around the dance floor where Bobby Doyle and his band were warming up. In the Casino, Blackjack dealers sat at their felt-covered tables while the croupiers in their tuxedos counted dice and chips anxiously awaiting the crowd. A bar had been set up in one corner and two kegs of beer were in the opposite corner. Off to the side was a large round table full of ice on which lay dozens of the biggest shrimp you've ever seen and up at one end was a large two-tiered table filled with cheeses and fruits. This was the scene on the evening of August 10th as the clubhouse lower deck was transformed into the S. S. ROADRUNNER for what was undoubtedly the finest Casino party AYC has ever had.

As guests arrived, each received \$1500 worth of chips as a stake. The object, of course, was to build that stake into enough chips to be able to be top bidder on your choice of the \$8500 worth of goods and services to be auctioned off at the close of the evening. Several local businesses contributed a variety of items to help make the evening a success e.g., jewelry, weekends for two, dinners, gift certificates for a variety of merchandise, discounts on sails and boats and a whole treasure chest of other goodies (20 items in all). We wish to thank the contributors for their donations and their support - it is very much appreciated!!!

Some folks fared better at the tables than others, but there were plenty of bidders at auction time. I had hopes of leaving with the remote-controlled sailboat thinking that since everyone there already had their own full-size sailboat, no one would want that little toy. My hopes lasted until the bidding started - at four times what I could afford!! If only I had stood pat with those 12 point hands where the next card was a 10! Or bet the green instead of the red. Or, better yet, bet the Come line instead of the point - that's the one that really cost me.

After the auction almost everyone stayed to enjoy the music and dance until the band closed down, which is an excellent commentary on both the band and the party.

Many Thanks to Pam & Bruce McDonald for putting on a GREAT party and for getting the Walter Allens and so many other talented folks (Thank you all) to help make it a really memorable occasion!!

FROM THE FLEETS

Coronado 15

by Kathy Maguire

The C-15 fleet saw a lighter than normal turnout during the summer series because most of our "regulars" were in Florida for the C-15 North American Championship. They represented the Austin fleet well by the way, with Terry and Greg Schertz finishing in 3rd place, Ted Stoker and Bonnie Odell 5th, John Mandell and Roy Smith 8th, Dale Edwards and Ron Church 10th, Bob and Claudia Musselman 16th, and in the B fleet, Jon and Peggy Klema finished in 3rd place.

I can't help but mention (bragging) our own Terry Schertz who led her team - Bonnie Odell, Gail Bernstein and Vicki Holmes to a win with four bullets!! in the semi-final competition of Adams Cup in Colorado. Congratulations, and we'll be rooting for you in a few weeks for the finals in Chicago.

In the mid-summer series, we've been doing a crew/skipper swap for each race. The first race of the series was kicked off with a hamburger cookout and a "chalk talk" about the races by Dave Odell. Its been a great chance for everyone to see some different styles and learn some new tricks.

Thistle

by Ann Wetzel

Dear Thistlers: It is article time again and thanks to Districts I have a lot to write about. I also had things to say about the first summer series but lost my notes in a wild fit of deleting files. Sorry. As I started to say, we hosted Districts this year and it was, in short, a GOOD, GOOD time. Thanks to Ed Halter (who was dragged off to attend Pat's high school reunion), we were well organized and had everything ready by the 13th of July.



Merrill Goodwyn and Mike Schwarz started the ball rolling on Friday afternoon with sail weighing and measuring. Bob and Gay Puckett handled the registration and official greetings. The beer keg was tapped on Friday afternoon also, so the process went smoothly. Both mornings, breakfast was handled by Sally and Tom Leach, who thrilled the group with croissants and home-baked bread! Everything was on time (for once) and we had lots of wind. Based on two days of drifting in Governor's Cup, everyone kind of planned on no wind. SURPRISE!!! All we did was hike out all weekend. It was WONDERFUL!!!

Race Committee ran two days of well set, challenging courses. The committee was ably chaired by Russell Painton with help from a group of very merry, very sunburned people. Scoring was handled by Deke Dekeyser and Protest Committee was conducted by Terry Hight, Voldi Maki and Anne Smith. After a slow day on Saturday (no protests), the committee heard two on Sunday.

Dinner on Saturday night was interesting. Dominic Connelly supplied us with wonderful potato salad, condiments, ice tea, etc. That part went well. Probably because I didn't have anything to do with it! The interesting part was the hotdog consumption. Now let me provide you with some background information to sort of set the stage. All weekend long at Governor's Cup, all I heard from the out of town Thistlers was "hotdogs--how awful! We aren't eatin' hotdogs!" Etc., etc. You get the drift. So, what did I do? Based on the underwhelming response of the weekend before, I brought only 60 dogs and buns. Sooooo, of course EVERYONE, their families, their kids, and stray dogs ate HOTDOGS. Not one dog, but two or three hotdogs. AND THEY LOVED THEM! Amazing. Needless to say, Matt had to dash out for more.

After dinner Saturday night, we had the annual (?) district meeting.

The meeting highlights were: re-election of Bill Klingensmith as District Governor; election of Dick Mueller as Assistant Governor; Districts will be in WACO next year; at the regatta in Waco THIS fall, there will be a pool party at the Mueller's house. The entire traveling group would really like it if as many of us (Austin nontravelers) as possible could make it. Check your calendars NOW.

On Sunday, we had excellent wind again (I know this from second hand report as I was ejected from the boat and replaced Saturday night by the skipper) and super racing conditions. The finishers were in order: 1st-Kincaid, 2nd-Glover, 3rd-Klingensmith, 4th-Smedley, 5th-Dres, 6th-Kaufholz, 7th-Wilson, 8th-Halter, 9th-Boldra, 10th-Leach, 11th-Woodrow, 12th-DeKeyser, 13th-Goodwyn, 14th-Mueller, 15th-Wetsel, 16th-Gwen, 17th-Watson. Trophies and flyers were handled (before racing) by the Wetsels.

For this event, Deke spared no expense. He had experienced middle-crew flown in from California! LTC Stanley H. Jacques (former AYCer and Thistler). Stan, Rita and girls all really like life in California. Rita is director of an Army Nurse Practitioner program and thinking about going back for a PhD in Nursing at UCSF. Stan is a Nursing Methods Analyst with the Comptroller Division. Stan and Rita have been sailing on Olson 30's. They find Olsons dry but not as exciting as planing on a Thistle. Their Army address is: Silas B. Hays Army Community Hospital, Fort Ord, California, 93941. Home tele. 408-484-9670. Work tele. 408-242-3773.

Before I close, I almost forgot to tell you all the big Thistle fleet news. Deke DeKeyser has gone and done it. He sold the Highland Express! It's O.K. though, he sold her to Carla and Greg Porter who I know will love and race her with enthusiasm!!! Deke is pre-

paring to do some major league cruising wherever the wind blows. I have already volunteered as crew. I will never finish this degree anyway.

CALL ME PLEASE WITH ANY AND ALL PG-13 NEWSWORTHY ITEMS.

Happy Thistling -- Ann.

Centerboard Handicap

by Teri Nelms

I'm getting sick and tired of being ignored. I made a big deal out of the fact that I was going to do something really great for the poor mistreated junior sailors and get them their own start for the Sunday series races. This would give them an opportunity to compete with other juniors closer to their own level of skill, instead of being limited to sailing on Wednesdays with all the hot shots. This means that all you runny-nose kids had to get three of you together for each of those races or you will end up competing against ME! AND I'M SICK AND TIRED OF BEING BEATEN BY THAT DUMB LITTLE TROY BANGS! Either you guys get your act together and call some other kids out or I'm going to see that those Lasers never get off the dock.

Of course, the only reason that I have not exactly excelled in the last few races has been totally due to the incompetence of my crew. In case you didn't notice, Bob Tesch, rumored J-29 helmsman, crewed for me on a recent Sunday. Talk about a handicap - he kept asking where the head was and why didn't I have any cold beer on board. You big boys sure are spoiled to the comforts of home away from home. "Spartan" is an understatement on a Fireball, except for the incredible pleasure of my company. Actually, old Bob didn't do too bad considering there wasn't a whole lot of wind. His refer-



ence to my spinnaker as "handkerchief flying" wasn't in real good taste, but otherwise he did pretty good; for an old guy...

I performed a recent girlcott on a Harpoon party when they sent me an invitation with a cutsie little drawing of something resembling a Fireball upside down at Sometimes Island. This kind of low class humor will not be tolerated in this handicap fleet... all of you 'pooners are now in big trouble. IF YOU'D BOTHER TO SHOW UP ON SUNDAYS IT WOULD BE A LOT EASIER FOR ME TO HARASS YOU IN PERSON!

Harpoons did show up for Governor's Cup, however, while there were some noticeable vacancies in the CBH class. I was unable to sail when my crew cancelled on me Friday afternoon, (But, Nelms, my girlfriend IS more important than you!!!") so I spent the entire weekend motoring a Hobie 33 around with the press and Aquafest folk. The more of less wind that I saw, the less disappointed I was at not sailing. Being co-chairperson also ate a hole in some of the time I would have been sailing anyway. The responsibilities of management are awesome...

I know it's hot and semi-crummy winds for this series, but folks, it beats mowing the yard or folding laundry. It's a great time to finish off your suntan for the summer and exchange pleasantries with me from a prone position in the water, or knee deep on the south shore. Come on out before the water makes it's annual retreat.

South Coast 21

UNDER COTTONWOOD

by Danny Lien

I apologize for the confusion before the start of the mid-summer series.

I had a few requests for the traditional mixed doubles. Next year we should firm this up in the Spring fleet meeting. Thanks to Greg for the organization and help. Don't forget the one rule for mixed doubles: at least one crew member on each boat should be in female clothing.

Were you at Governor's Cup? At the 1st race, Jimmy hit a mark, re-rounded and held a strong second place on his way to the windward mark. Too bad they were finishing the single triangle at the line. He was in good company though, as a representative from another fleet protested the "early" finish. I think anyone who attempts a second turn around the course in the on-again-off-again winds deserves some credit. It was Jimmy's weekend though. After the meal with storm, the band from Laff-yet began to play, and some of us watching him commented that he would probably sail to C-mark on Sunday. Instead, Jimmy got the bullet with a second over all. Congratulations to Ray for his First over-all.

There are a few South Coast 21's for sale. Give me a buzz if you have interest in one.

Ensign



by Dan O'Donnell

Whew! Regional Regatta, 4th of July and Governor's Cup - all in 10 days. Big time in the Ensign fleet.

From Thursday, June 27, to Saturday, June 29, AYC and the Ensign fleet were hosts for the Ensign Region IV Regatta. Boats, skippers, crew and families came from Houston, New Orleans and Denver. Bill Faget trailered his "Warlock" straight through overnight from New Orleans behind his un-airconditioned pick-up. That's a long haul. Three boats came in from

Keel Handicap

Houston, making a total of 12 boats in the Regatta. Arak Bozyan ran the race committee and had his work cut out for him. The wind was similar to the Governor's Cup weekend and it took a lot of patience and several course changes to get off five Olympic courses in two days of racing.

Thursday evening, Sam Humphrey cooked his world-famous five-star fajitas, and Friday night everyone repaired to the top deck of the Oasis Cantina for a formal (clean T-shirt and shorts) Mexican dinner at sunset.

We were able to get off three races Friday, and the wind finally picked up Saturday afternoon and we got off two more to finish the regatta. Trophies were awarded at Saturday's banquet at AYC. Houston Fleet 2 made a clean sweep: Dean Snider, 1st; Ed Bluestein, 2nd; and John Lawler, 3rd. Wait till next year.

The next weekend was the Governor's Cup. Same winds, same heat. Bright spots were Harold Neel and David Stark campaigning Julian Zimmerman's boat, Ken Carr on the water and sailing well, and Arak and Liz Bozyan in an Ensign again crewing for Jim Baker. With a new bottom on "Noname" and nearly new sails, Harold and David were very competitive. The Bakers and Bozyans were also competitive - enough so to take first place. Dan O'Donnell managed a second, and Ken Carr came through and knocked down third.

After nearly two weeks of non-stop sailing and regatta activity, most of the Ensigns were ready to take a breather. By the beginning of August, though, everyone had recovered and plans were being made for the Mid-summer and Fall Series.



PHRF A

by David Bernstein

Perhaps I should just say I've had little reaction to my first Telltale article and let it go at that...I would, however, be remiss if I didn't tell you that I did have some negative comments (Nelms), some not so sure (Bartlett, Tesch, Painton), and some positive (I can't remember who, but someone).

Turnout for the Summer Series was light with 9 boats participating, but only 2 or 3 racing all four races. The Ross 930 was pretty awesome when racing, thanks to a mast and the combined skill of Jack and Doug Kern. They took third, racing only 2 races. Bob Howell is a welcome addition to A Fleet, but with his consistent performance and 2nd place finish, there are those in A Fleet who think he would have looked at home at the helm of another Merit 25. Rick Smith was really in the groove this series and took a strong first without a single new sail.

Governor's Cup was a regatta many of us would like to forget. Winds of 0-5 leave a lot to be desired. Several rock stars and flat bellies were imported from the Gulf Coast, New Zealand and points unknown by various skippers. New comer Bob Howell walked away with First, followed by Jack Kern and Russell Painton. Once again we had 3 different types of boats in the top 3 places. In addition to Bob, we had relative new comer Tom Cox out racing Bubba in this regatta and now participating in the Mid-summer Series. There are also rumors of another J-29 on the way to a club member. By the next Telltale I should also have a few comments on a big, red J-35.

While giving credit to others is not my strong point, I'd like to thank Bonnie Odell and Teri Nelms (this really hurts) for the excellent sports car rally they hosted. A Fleet enjoyed it greatly.

B Fleet

by Rolly Lawson

The AYC Summer Series was the stage for a come-back. ZOT, Barry and Twila Bowden's J 30, put in her first appearance in a series race in quite a while.

Barry has not been idle. When he is not cruising on ZOT, he has been crewing on numerous boats in AYC competition. This may be the way to learn everyone's tricks. It sure worked for Barry. He led every race at some point and finished the series with two firsts, a second and a third place finish.

Tie breakers seem to be the norm for "B" Fleet and this series was no different.

"Tough Act", my Olson 25, won the two short courses (13) and followed Bowden in for second on the two long courses (14).

With the throw-out, we each had 3.50 points. I won the tie breaker by throwing out a second, while Barry tossed a third. We also beat him in the last race.

Barry was overheard to apologize to his crew after the first race for being out of practice. Come on, Barry, we're not going for that.

Absent from the starting line for the series was "Caliente". Her skipper, Claude Welles, was seen pulling strings on ZOT for more than one race. Someday I hope to see both ZOT and CALIENTE on the line at the same time. That will be a series to remember!

"Panache", sailed by Mike McLemore, et al, showed good speed throughout the series and forced Barry into third place in the second race of the series. I predict that Mike is ready to move out of his third place rut and be the boat to reckon with in future "B" Fleet competition.

During the recent Governor's Cup Regatta, we noticed that all of a sudden "Panache" found some boat speed and pointing ability. Her skipper and crew had that look on their faces that says, "OH, THAT'S HOW YOU DO IT!"

I've seen this happen before, indeed it has happened to me. Even the best skippers seem to need 40 to 50 races on a boat before they find that little extra something that puts them out front consistently.

Just to put the record straight (not to mention my ego), I would like to point out that Mary Lou was not the skipper of "Tough Act" this series! She raced the boat last series and finished second to Claude Welles in a tie-breaker. I guess that Steve Vaughan is getting used to handing her trophies because he called her name for first place instead of mine! She's hard enough to live with as it is since her third place in Turnback Canyon.

She did help though. She worked the foredeck for me and I even threw in a few extra jibes and a tricky take-down or two just to make her feel important.

The Mid-summer Series will be under way by the time this is published. I hope we have a good turnout. Maybe this series will bring out ZOT and Caliente at the same time. With PANACHE up to speed we could have a four boat tie breaker!

A complete list of finishers can be found elsewhere in this issue of the Telltale.

I have been demoted to crew status again, as Mary Lou will take over the skipper position on TOUGH ACT for the Mid-summer. See you at the races.



Laser

by Fred Schroth

JUNE LASER RESULTS

We only sailed three weeks. One rain out. The average is for races sailed. The best 6 is with one week tossed out. Folks who did RC duty had their average of races sailed inserted for RC week before the best six were figured. Ties are broken in favor of the sailor with the most races. (Except between Deke and Jennifer.) Note: Some sailors have "DNF" in best six.

Sailor	Aver.Finish	Best Six
Schroth	2.0	1.0
Bangs	3.25	2.83
Wong	3.67	3.45
White	1.75	3.83
103002	4.33	4.33
Nick Monske	4.50	4.42
Ed Monske	2.25	4.50
Doug Kern	1.33	4.67
Gray	4.67	4.67
Andrews	2.33	5.17
Levins	3.00	5.50
Jack Kern	5.50	6.33
Arnold	5.75	6.50
Shelton	7.66	6.83
Sherman	7.00	7.00
Phelps	6.00	7.00
DeKeyser	6.33	7.00
Canfield	8.33	7.50
Mack	6.00	7.67
95189	8.67	7.83
10224	7.00	7.83
Woodrow	8.25	8.00
Klema	12.00	8.17
Swan	10.83	9.50
Carson	10.83	9.50
Chapman	11.00	9.83
Gibbs	DNC	DFC

JULY LASER RESULTS

Sailor	Aver.Finish	Best Nine
Schroth	2.78	1.78
Maguire	2.80	2.67
Foerster	2.14	3.22

Tita	5.5	4.00
Vern	2.22	4.22
Mack	4.0	4.44
Phelps	6.14	5.78
Kozlowski	5.0	5.78
Monske	6.33	5.89
Andrews	2.33	6.00
Thamen	6.25	6.11
Sherman	2.33	6.22
Young	1.0	6.44
Schmidt	7.65	6.56
Bangs	7.0	7.33
16	8.62	7.44
Woodward	5.00	7.44
83854	7.0	7.78
Canfield	7.0	8.0
Smith	8.5	8.22
Chapman	9.2	9.44
Yates	9.2	9.55
Gibbs	DNC	DFC

We had 20 honest to sailor racers in July which brings our total to 37 sailors who have come out on a Wednesday in 1985. There are still a few notable names from years of active past who are missing. We have our best winds with warm water in September and October, so we do expect to see Barbara, Karen, Linda, Jody, Rod, Jack, Bill, Vernon, Ray, John, Sam, Ron, Kristi, Tucker, Dale, Liz, Steve, Rolly, Victor, Marshall, Andy, Whatshisname, and Whatsherface.

As the sun sets earlier, we try to start more closely to 6:00 p.m. so that we can get the races in.

Paul Foerster won the Area F O'Day and sailed national finals August 10 and 11. This makes three years running that Austin has placed a sailor in the finals. Big fleets tend to push the top sailors to better levels. Come out Wednesday nights and you can claim credit for helping guys like Bill, Dave, and Paul.



Catalina 22

by Steve Pervier

Catalina Fleet members have been busy these past few weeks. We've had our First Annual Fleet Picnic, sailed a Summer Series, helped replank the rigging docks, and raced the Governor's Cup Regatta. But perhaps the most eventful news is that the AYC board has approved our request for a major regatta next year, so now we can make the announcement:

The 1986 Catalina 22 Texas State Championship Regatta will be hosted by Fleet 69 at the Austin Yacht Club! We'll get a Spring '86 date when the AYC calendar is set up this Fall. The remaining regatta and series races this year will be a good time to tune up boats and crew. Those who want to measure up with some of the visitors expected to attend should plan to travel to the Gold Rush Regatta, September 14-15, to be hosted by Grapevine Sailing Club. Contact me for further information.

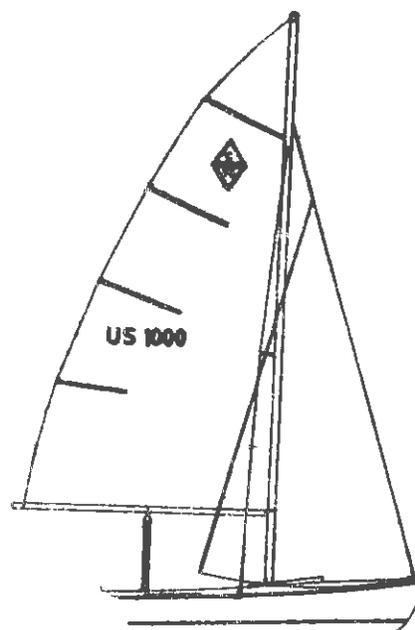
The First Annual AYC C-22 Fleet Picnic was attended by skippers and crews of 14 of our 19 fleet members! After stowing 59 quarter pounders and various salads and desserts neatly away, it's not too surprising that more of you didn't want to take to the lake - but it was still a good time, so we'll have the Second Annual Fleet Picnic next year!

The latest racing has seen the emergence of yet another boat to beat in "Trivial Pursuit" (7948), sailed by Steve and Jane Frederick. This team showed up, the first time I recall, at the '84 Turnback Canyon, and has been improving ever since. After making a good showing in early '85, they made some secret adjustments (!) and won the first two races in the Summer Series. They went on to an overall second place behind "Affinity" (7619) - while beating every other boat in every race! Two solid races later, they took second in Governor's Cup!

The start of the Mid-summer Series has also seen the re-appearance of some of the past masters of Fleet 69. It's great to see all of you racing again! Now if all of you who made the Fleet Picnic could show up on the starting line at once...

This article would not be complete without some horn blowing for our gallant C-22 Gear Busters, Tom and Anne Lang in a sporty Fiero and Ron and Bonnie Tobin in a vintage Mustang. These daring duos deserved style points at least, but also managed respectable places in the "AYC Road Runner Rallye"! I hear the Tobins actually finished fifth. Good show!

Some of the rest of us should have been there too. Our Ventura was too busy holding up the heavy end of a Trail-Rite to be there. It almost makes me want to form our own fleet of land cruisers, for those who feel left out. How about - P.O.R.T. T.A.Y.C. - or "Proud Owners of Rusty Trusty Transportation at AYC"! Maybe we should stick with sailing!



Women's Sailing Camp

by Vicki Bremer



Putting about 30 women sailors in Lasers coached by capable and dedicated instructors for AYC's Women's Sailing Camp June 14-16 made for a fun as well as productive weekend. Light air didn't keep anyone off the water, and hot temperatures didn't wilt the attitudes of these up-and-coming Adams Cup contenders.

Knot tying, rigging and unrigging a Laser, tacking, gybing, docking, tipping and righting a Laser in the water, stopping, going backwards, and maintaining control of the boat were some basic techniques learned. Even the real beginners -- "never been on a boat before" -- mastered the basics despite the light air.

The range of sailing experience for attendees varied. "My experience at sails (sales) is at Foley's and Dillard's." "All I know about sailing is that the pointy end goes first." "I just learned that the pointy end goes first!" "I'm not even that experienced; I don't know which is the pointy end." "I came because neighbors keep their boat in our garage and I want to learn how to sail it." "I came with my friend because she wanted someone here who knew less about sailing than she did." "I don't get on a Laser; a Laser gets on me. That's why I'm back!"

Most of the women sailors with some experience had crewed on big boats and wanted to learn how to sail small boats. "I wanted to sail on my own without my husband hollering orders!" Need any more be said?

Serious sailing didn't dominate the weekend, however. Late night skinny dipping, PJ talks 'til the wee hours, and the sharing of good food and wine helped everyone relax after a hard day at sea.

A very special thank you goes to Barbara Hawn, Admiral of this year's sailing camp. As one attendee commented, "I liked Barb's attitude toward women in sailing; we were lucky to have her." And the comment was echoed with a loud round of applause from everyone. A special thank you also goes to Barb's helpers -- Linda McDavitt, Stephanie Vassallo, Shirley Slaughter, Trenton Wann, and Brittan Hlista. Barb couldn't do it alone.

Was sailing camp worth it? You bet! Would we go again? Of course! What were some final comments on Sunday? "My biggest fear was drowning, but I found that swimming with the boat in tow was a lot easier than sailing in no wind." "I learned how to get beer off other boats." "Now I know that the pointy end doesn't always go first." "Happy Father's Day; the kids are yours today!" Barbara Hawn was most impressed by "how much more comfortable everyone felt in a small boat."

See you at next year's sailing camp...

Area F Adam's Cup

by Dave Bernstein



The first weekend in August, the TYA champion Adam's Cup team from AYC (Vicki Holmes, Bonnie Odell, Gail Bernstein, and skipper Terry Schertz) traveled to Lake Dillon, Colorado to represent AYC in the Area F semi-finals. While hardly an unbiased observer, I can tell you they did an excellent job. They won the 6 race round robin in the first 5 races with one second place and four firsts. They could have retired, but sailed the 6th race and ended up in a protest which they lost. They still move on to the finals in Chicago late this month as the Area F representative for the second year in a row. (They had the help last year of JoAnn Welles.)

The races were held over two days in moderate to fairly heavy air in J-24's. The finals will be in J-24's on Lake Michigan. The ladies are much happier with the choice of J-24's than last year's Etchell 22.

While the racing of our team was as near perfect as you would hope to see for 5 of the 6 races, there were a few non-racing incidents of note. Be sure to ask the team how the Lake Dillon race committee enjoyed their visit to Lake Travis a few years ago. You may also want to ask Terry just exactly what a "Meatball Regatta" is.

SERIES RESULTS

SUMMER

PHRF A

1	Smith, R.	J 29
2	Howell	01s 30
3	Kern, J.	Ros 930

PHRF B

1	Lawson, R.	01s 25
2	Bowden	J 30
3	McLemore	S2 7.9

PHRF C

1	Carson	Hol 20
2	Hidell	Ckm 22
3	Vance	Pea 26
4	Cox, Terry	Hol 20
5	Romach	Cal 27
6	Erickson	SJ 7.7

PHRF D

1	Frels	SJ 24
2	Brown, C.	Eri 27
3	Cummings	Irw 25

CENTERBOARD HANDICAP

1	Boyd	FD
2	Thompson, Bob	505
		FD

J 24

1	Cherico
2	Loving
3	Grudnitski



WINDSURFING

by Nelson Estes

Roger Duffee, Doug Malone, and Craig Hawkins of Sail and Ski Center provided our Intermediate Sailors with three evenings of memorable training on Windsurfers. The sessions began on a "land" training rig to get the "feel" and then proceeded to water practice. The winds were nearly ideal for beginners. Some of the original 16 have since been observed on the water, correction, on sailboards. Our appreciation is expressed to Rod Malone (Sail & Ski) for making this event possible and to Robert Young and Terry Baylor for incorporating board sailing into the Intermediate Class program during June.

ENSIGN

1	Kozlowski
2	Humphrey
3	O'Donnell
4	Kunze

CATALINA 22

1	Pervier
2	Frederick
3	Popescu

J 22

1	Woodward
2	Holmes
3	Phelps

THISTLE

1	Leach
---	-------

C-15

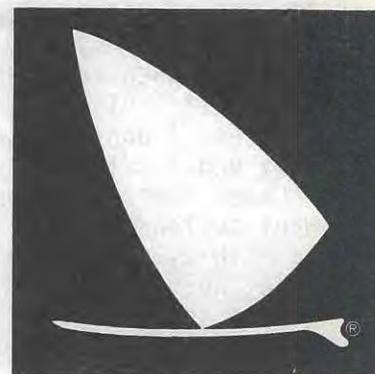
1	Snead
---	-------

SOUTH COAST 21

1	Shull
---	-------

MERIT 25

1	Morris
2	Smith, A.
3	Booth



THE QUEST FOR GOLD IN OLYMPIC 470 CLASS

by Jennifer Draheim

AYC's Bill Draheim and Keith Andrews were selected from 50 applicants as Olympic hopefuls in the 470 Class. The United States Yacht Racing Union gave Bill and Keith a boat for the summer to learn about the complexities of this Olympic boat. The USYRU also expected them to attend both the U. S. Nationals in Wisconsin and the National Sports Festival in New Orleans.

The 470 is a 2 person planing dinghy with a trapeze and a spinnaker. The boat is capable of doing 18 knots on a good day! Optimum crew weight is a 130 lb. skipper and a 145 lb. crew who is at least 5'11" tall. Keith is just barely tall enough, but his sailing skills are so good that he is probably better than any other crew choice.

The team feels that they have progressed very fast and have a legitimate chance at winning the Olympic Trials in 1988.



Bill and Keith went to the U. S. Nationals to sail and to pick up the boat. They had never sailed a 470 and had never sailed together. They finished 11th out of 56 boats and were the 3rd best Americans! They were quite pleased!!

At the National Sports Festival in New Orleans, they sailed against 16 boats in mostly light air. They won the Silver Medal by winning two of the five races and leading a 3rd race by two minutes at the final turning mark before falling to 5th on a wind shift.

LET'S HELP SUPPORT THIS OLYMPIC EFFORT AND BRING A GOLD MEDAL HOME TO AYC!

Rules Quiz

Yachts A and B collide, and yacht C witnesses the collision but doesn't fly a protest flag. Neither A nor B files a protest. Yacht C, soon after protest time has expired, discovers that neither yacht A nor B has filed a protest. Yacht C

immediately files a protest under rule 33.2.

Should the jury hear the protest, even though yacht C didn't fly a flag and didn't file within the time limit?

(answer with regatta results)

GOVERNOR'S CUP REGATTA

<u>C-15</u>	<u>20 Boats</u>	<u>HOLDER 20</u>	<u>7 Boats</u>	<u>PHRF B SPIN.</u>	<u>15 Boats</u>
1 Greg Schertz (2 bullets)		1 Dan Wight		1 Steve Hidell	Crkm.22
2 Bob Musselman		2 Kurt Carson		2 Tom Gunderson	SJ 7.7
3 Dave Maguire				3 Mike McLemore	S2 7.9
4 Dale Edwards		<u>HARPOON 5.2</u>	<u>6 Boats</u>	4 Eddie Calogero	SJ 7.7
5 Jon Klema		1 Glen Byus		5 Rolly Lawson	01s.25
6 Dave Bass		2 Tom Eason		6 Hap McCollum	SJ 7.7
<u>THISTLE</u>	<u>13 Boats</u>	<u>LASER</u>	<u>6 Boats</u>	<u>PHRF B NON-SPIN.</u>	<u>12 Boats</u>
1 Bill Klingensmith		1 Tom O'Neill (2 bullets)		1 Dick VanHooser	Cal.25
2 David Dres		2 Hank Kleespies		2 Ralph Jones	Rang.22
3 Tom Glover				3 Doug Caroom	Mer. 22
4 David Smedley		<u>SOUTH COAST 21</u>	<u>6 Boats</u>	4 Bob Pillmore	Rang.22
5 John Halter		1 Ray Shull		5 John Maddalozzo	SJ 24
<u>CATALINA 22</u>	<u>11 Boats</u>	2 Jimmy Fontenot		<u>PHRF A SPIN.</u>	<u>10 Boats</u>
1 Steve Pervier(2 bullets)		470	<u>5 Boats</u>	1 Bob Howell	01s. 30
2 Steven Fredericks		1 Susan Hofacker		2 Jack Kern	Ross 930
3 Calin Popescu		2 David Viosca		3 Russell Painton	J-29
4 Marilyn Boemer				<u>PHRF C SPIN.</u>	<u>10 Boats</u>
5 Bill Morack		<u>FLYING SCOT</u>	<u>5 Boats</u>	1 Walt Dwyer	Pea. 26
<u>J-24</u>	<u>11 Boats</u>	1 Richard Wade		2 Jack Bremer	Cat. 27
1 Gary Grudnitski		2 Brad Davis		3 Bill Hogrefe	Mir. 5.5
2 Paul Foerster		<u>SUNFISH</u>	<u>5 Boats</u>	<u>PHRF A NON-SPIN.</u>	<u>8 Boats</u>
3 Doug DeCluitt		1 Malcom Jones		1 Bucky Buchanan	Star
4 Jody Smith		2 Diane Jamil		(2 bullets)	
5 Tim White/Jack Sharp		<u>WINDMILL</u>	<u>5 Boats</u>	2 Dave Henderson	Sant.23
<u>ENSIGN</u>	<u>10 Boats</u>	1 Paul Hoffman		3 Brent Peffer	Buc. 295
1 Jim Baker (2 bullets)		2 Karl Hoffman		<u>CNTRBRD.HANDICAP</u>	<u>4 Boats</u>
2 Dan O'Donnell		<u>FLYING DUTCHMAN</u>	<u>4 Boats</u>	1 Bob Thompson	505
3 Ken Carr		1 Scott Young (2 bullets)		(2 bullets)	
<u>J-22</u>	<u>10 Boats</u>				
1 Voldi Maki					
2 Mark Hallman					
3 Doug Woodward					
<u>MERIT 25</u>	<u>8 Boats</u>				
1 Cliff Burns					
2 Tom Wipple					
3 Joe Rymal					

GOVERNOR'S CUP

Clearlake Sailing Club
with 10 boats

Rules Quiz answer—Yes. See rule 68.3 and USYRU Appeal 229. While under the stated circumstances it would be both justifiable and appropriate for the protest committee to grant yacht C a reasonable extension of time for filing her protest (see rule 68.6(a)), the committee is not obligated to do so, and therefore it would be wise for yacht C to file her protest before the termination of protest time.

From the August- September 1983
American Sailor

SPECIAL REPORT -----from the Governor's Cup Regatta Chairpersons

These are the people who contributed their time and talents to the Governor's Cup.

RACE COMMITTEE

Gail Bernstein
 Craig Holmes
 Vicki Holmes
 Robbie Nelson
 Lee Brown

PROTEST COMMITTEE

Rod Malone
 Tom Romberg
 Greg Schertz
 Terry Schertz
 Dale Edwards
 PRC people

ISLANDER 36

Mark Rylander
 Judy VanCleve
 Vern Harris
 Sally Strong

WHALER

Jim & Pat Turpin - Saturday
 Ed & Pat Halter - Sunday

GRAY MONARC

Tommy Kozlowski
 Linda Roberson

WHITE MONARC

Bonnie Odell
 Bill Word

REGISTRATION COMMITTEE

Ray Shull, Chairperson
 Jimmie & Patsy Fontenot
 Caroline Howard
 Marshall Enquist
 Norma & Danny Lien
 Fred Schroth
 Dale Edwards
 Tom Wood
 Shirley Slaughter
 Bob & Claudia Musselman
 John Erickson
 Jennifer Phelps

LAUNCHING & LOADING

Jody Smith, Chairperson
 David Gage
 Rick Smith
 Hap McCollum
 Bill Bebee
 Obie Smith

BEER COMMITTEE

John Bartlett, Chairperson
 Cathy Mack
 Charlotte Meyer
 Anne Smith
 Scott Young
 Hap McCollum
 Sam Humphrey & crew
 Voldi Maki
 Bill Levens

PICTURE TAKING

Carol McCollum

COFFEE

Bob & Claudia Musselman

DONUTS

Dave & Lynda Henderson

ART WORK

Walter Allan

DINNER TICKET TAKERS

Peggie & Jon Klena

Chuck & Vera Andrews
 Sandy Pardue
 Greg Garrett
 Cynthia Darwin
 Roy Smith

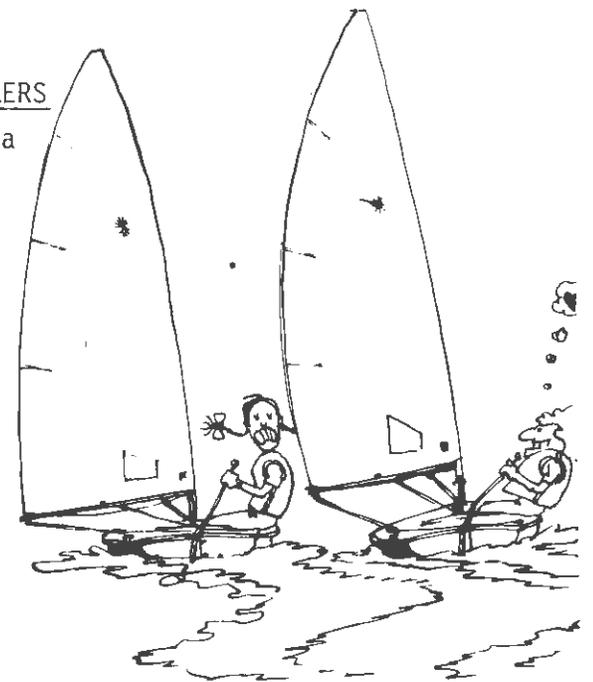
Matt Wetzel and Doug Mack picked up tables and chairs from the Hudson Bend Fire Department.

Norman Rylander provided the Islander 36 for the Race Committee.

Eric Nelson provided the registration program for the computer.

Patsy Fontenot, Tom Cox and Marshall Enquist picked up trash during the storm Saturday night.

Special thanks to John Mandell for all he did!



IT'S MORE FUN

by Teri Nelms

ROAD RALLYE REPORT

Hey, do I know how to give a party, or what? Yes, I can humbly say that the Austin Yacht Club Road Rallye was a complete and total success. While I usually try to claim total credit for anything that turns out good, I guess I will have to give some bit of the glory to Bonnie Odell and the rowdy crowd of helpers who really did all the dirty work and were responsible for all the fun.

Believe it or not, 34 cars showed up! I will say that there was some discussion as to the credentials of some of the vehicles who were claiming to be in the "sports car" division. Jim Smith, who was driving a Chevy Blazer, first off the starting line, said he misunderstood and thought we said "sporting car" and since the back seat of his Blazer lays down, he figured he qualified. An honest mistake, Jim, get in line and shut up.

It was interesting to observe that there was some degree of grumbling and misgivings expressed at the start by people who said they really had better things to do or that they only showed up for fear that I'd say nasty things about them if they didn't. Well, the surprise was that everybody, with the sole exception of the somewhat confused constable who waylaid us on the roadside, had a great time. Many of the participants said, "I'm only here to party, I'm not serious about this rallye thing." Of course, the minute they got instruction sheets in their hands the calculators started appearing, watches were checked, hoods were dusted off and the first of many beers were opened in anticipation of the start.

The more perceptive of the spouses, like M. L. Painton, Carol McCollum, and Carol Shough, were quick to observe that this whole thing could very easily turn into a typical sailing squabble between driver and navigator. M. L.

said, "Hmm-m-m-m, next time we might want to consider some swappin' off for this." Bob and Carol Tesch roared up to the starting line and had already had arguments over nearly everything on the instruction sheet. They neatly resolved the credit/blame question by initialing each error they committed during the race so that proper credit could be given at the finish. I would love to see the initial by the turn that landed them in Oak Hill, about 20 miles off course. We provided each driver with a "bail-out" envelope which gave directions to the undisclosed destination and an automatic DSQ. Half way through the course, rumor had it that the envelope contained directions to the Travis County Court House and the names of four good divorce lawyers!

Speaking of the constable, we flushed one out when some little granny-lady became incensed at all them pick-ups and forn cars parked on the side of the road on HER PROPERTY. And besides, as the Schertzes were told at their check point, "You oughta used another road! This here road is for trucks and trailers and not all these nasty speed demons in their dumb little cars!" At least that explained why I was nearly run off the road by a snarling stock trailer. The constable, who was truly confused, stopped me about a mile before the second check point and wanted to know what we were doing, where we were going and who we were. He followed us into the check point and informed me that the highway department had told him that any kind of a race was illegal. I showed him that we were not exceeding the speed limit and that these were just a bunch of beached sailors trying to pass the afternoon in the country. The "Austin Yacht Club" definitely brought a snort of disgust and a glazed look into his eye. Just as I had him convinced that I was the last of the cars to come through the Shelby GT came roaring up

asking if the red Corvette had checked through yet. At that point he shook his head and said, "Good luck and get out of here." Yessir, officersir, thank you.

Our ultimate arrival at Greune, Texas, and for some it was more ultimate than for others, revealed an interesting sequence of finishers and a great location for dinner, drinking, and dancing. The three cars with the best finishing times were awarded "decent" bottles of wine; while the three cars finishing with the worst times were given two cans of Near Beer each. The best time finishers were Halter in third, Painton in second and Ira Johnson in first. Worst times went to Brad Hlista in third, John Bartlett in second, and Bob Tesch in first of the worst. I would like to mention, however, that Wil Smith developed fan belt problems somewhere near Wimberley and actually arrived in the dining room an hour and a half after the Tesch finish. Well, Bob and Carol almost got thrown out of the restaurant for the scene they caused when they thought possession of their two-can award was threatened. Have no fear. For what Wil went through, I got him a whole six-pack of Near Beer. A nice bottle of liquor was awarded to Trenton Wann for the neatest of the sports car division, his 1950 MGTD that smoked and rattled its way through the whole course but actually did arrive alive. A bottle of Jalapeno liquor, with a 49¢ price label was given to Pete Shough for the least-likely-to-participate-in-a-rallye-in-something-like-that car, a '69 Ghia of undeterminable color wearing car-top racks.

At the recent board meeting, after I delivered a report of the rallye, Russell Painton stated that he was disgusted with the quality of the trophies given, a tacky bottle of wine, and he insisted that I be given more money next year to buy decent trophies. I

can assure you that trophies will improve in quality, as this year, it took our Commodore, Steve Vaughan, until three days before the event to decide that we really were serious and give me a budget. Just wait till next year... NEXT YEAR? Oh, my Gawd, Bonnie what have we done?

Some of the people who participated wanted to do it again "next week", while others said twice a year was enough. While it was great to receive such votes of confidence, I had trouble keeping Bonnie from committing hari-hari with a tire tool. Don't worry, Bonnie, we'll have plenty of help next time.

I handed out a questionnaire at the start of the race soliciting comments on the rallye, but only had 8 of the 34 returned to me. The constable didn't mention littering, so I can only assume that these forms weren't taken seriously and were used for scratch pads.

Here is the skimpy talley, but I think it's indicative of the general feelings of the participants.

I think that this rallye:

0 is the most fun I've had since I brushed my teeth last week

1 sucks .

0 was a really dumb idea

6 should become an annual/semi-annual/bi-centennial AYC event if we can just find some jerk to run it again

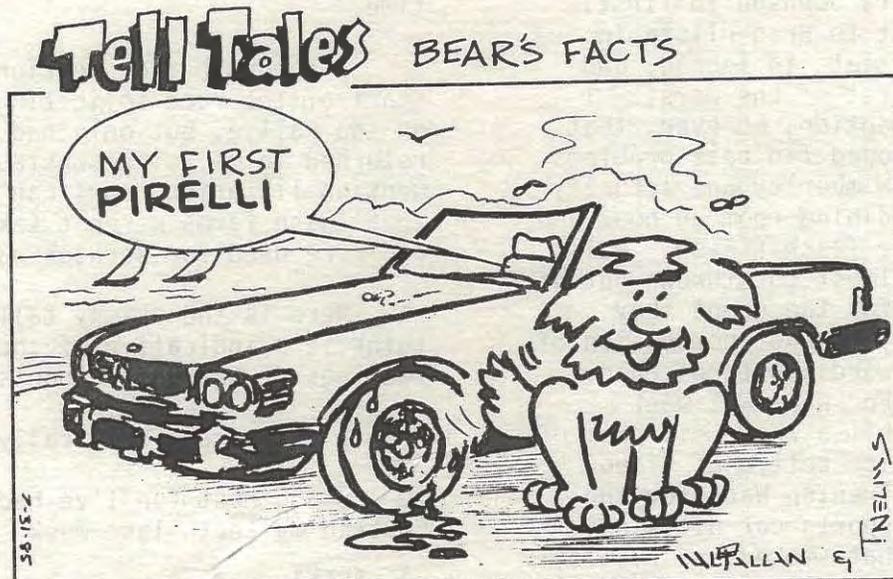
___ other (Comments included: from Tom and Ann Lang - the event was perfect and they were even still speaking!; it should be a semi-animal event; from Rolly Lawson, "Hap told me any car belonging to a sport is a sport's car."; and four people signed either their attorney's names or my name to the signature line.)



There has been one negative that has been a result of this event. David Bernstein bought a disgusting hat which he claims is his "Rallye Hat". It is green and gray with these dumb-looking green flaps hanging down the back of his neck. Gail says it's alright if anybody wants to take it away from him, but it does show some redeeming social value when he turns it around and covers his face with the flaps.

Also, for those of you who were unable to attend, some new terms were added to our vocabulary as a result of the Rallye. The next time you hear Painton yelling to his crew to "CAST 55!" it means "change average speed to 55". Just thought you might like to know that...

My thanks again to Bonnie and her pit crew and the 100 people who turned out for our first-ever road rallye. Yes, we'll do it again, maybe in the dead of winter when it's too cold to sail...



FIRST ANNUAL ROAD RALLYE RESULTS

<u>Car #</u>	<u>Type of Car</u>	<u>Driver</u>	<u>Score</u>	<u>Place</u>
1	Chevy Blazer	Jim Smith	641	
2	1965 Mustang	Ron Tobin	475	
3	Porsche 911	Ed Halter	399	3
4	Datsun 280ZX	Bill Records	668	
5	Ferrari 308	Alston Boyd	804	
6	'67 Shelby Mustang	Dan Tull	481	
7	'73 Mustang	Cynthia Creamer	847	
8	Mercedes 300SD	Dennis Selden	1108	
9	Mazda RX7	Jennifer Phelps	1048	
10	Datsun 280ZX	David Bernstein	594	
11	Fiat 124 Spider	Tommy Gairloff	1021	
12	'78 Toyota	Dennis Awbrey	489	
13	Bronco	Ira Johnson	316	1

<u>Car #</u>	<u>Type of Car</u>	<u>Driver</u>	<u>Score</u>	<u>Place</u>
14	BMW 320I	Becky Kuban	451	
15	Fiat X19	Rudy de la Garza	842	
16	Ford Mustang	Richard Price	927	
17	Toyota Celica Supra	Terry Sullivan	969	
18	MGB	Perry Weller	972	
19	'85 Fiero	Ann Lang	779	
20	BMW 733	Rick Smith	617	
21	Mercedes 380SL	Bob Tesch	1634	1*
22	'69 Ghia	Pete Shough	634	
23	Datsun 300ZX	Russell Painton	393	2
24	Datsun Pick Up	John Bartlett	1433	2*
25	Toyota GTS 16	Tom Eason	800	
26	Toyota Celica GT	Victor Manning	1183	
27	1950 MGTD	Trenton Wann	1032	
28	'85 Ford Bronco	Rolly Lawson	812	
29	'85 Audi	Brad Hlista	1408	3*
30	Datsun 300ZX	Carol McCollum	637	
31	Jeep	Peggy Klema	945	
32	Mercedes 280SL	Teri Nelms	559	
33	Corvette	Wil Smith	xxx	
34	'66 Shelby GT 350	Gene Hassell	825	

*Denotes finishing order of three WORST finishers

And the Winners Are:

AYC Adams Finalist:

Terry Schertz, skipper
Gail Bernstein
Vicki Holmes
Bonnie Odell

AYC Mallory Finalist:

Scott Young, skipper
Doug Kern
Jody Smith

NEXT STOP-- Chicago Yacht Club
August 25-29
J 24

NEXT STOP-- Chicago Yacht Club
September 7-12
J 24

GO FOR IT!



Port Arthur Rock Star
Regatta

Troy Bangs, 1st
Jr. division

Port Arthur Rock Star
Regatta

Paul Foerster, 1st
Sr. division

parting shots

Thanks to:

Carolyn & John Mack and Teri Nelms.....Governor's Cup Regatta Chairpersons
Lee DeKeyser.....Summer Series Buffet Chairperson
Teri Nelms & Bonnie Odell.....Road Rallye Chairpersons
Pam & Bruce McDonald.....S.S. Roadrunner Chairpersons
Terry Schertz.....Cabin 7 Decorator
Dale Edwards.....Rigging Dock Party Coordinator
Craig Holmes.....Summer Series Race Management

THANKS TO ALL THE RIGGING DOCK REPLANKERS.....

Calin Popescu	Dave Odell
Tom Eason	Bob Musselman
Glenn Byus	Greg Powers
Jim Spano	Eric Nelson
Don Gray	Bill Word
Pat Feagin	Shirley Slaughter
Steve Pervier	Jon Klema
Arthur Talley	Mike Schwarz
Matt Wetsel	Bob Thompson
John Saunders	Brian Wann
Brad Brock &	Karla
Chuck Andrews &	Vera
& everyone whose	face I didn't recognize

k.b.

Whoops:

A reliable source reports that a local sailboat shop owner ran over one of his rental sailboards while driving a J-35. For additional details call T. Nelms.

Etc:

If you don't know the clubhouse door combination or the new gate combination, call the AYC Office.

The bar is open on series Sundays before and after the races. Available for purchase when the bar is open are Spring Regatta T-shirts, size small; AYC stock T-shirts, small/medium/ large; Turnback canyon T-shirts, small; Governors Cup T-shirts, medium; and AYC Bandannas, one size fits all. Turnback Canyon posters are available from the Office.

The phone number for the old salt who lives on the AYC point and gives the current wind conditions and temperture is 266-9423. The National Weather Service number is 476-7736. The LCRA lake level and water (not air) temperture is 473-3299.

The next Telltale will go to the print shop on October 15. All articles need to be received no later than October 5.

COMING UP

AYC MEN'S AND WOMEN'S TEAM CHAMPIONSHIP REGATTA / September 21-22

- CLASSES: Men's and women's teams
- ELIGIBILITY: Teams will consist of a skipper and crew, both of the same sex. Skipper must be a non-student AYC member. Crew must be an AYC member or have sailed in at least five regularly scheduled AYC series races during 1985. Crew may not be substituted, except in the event of a medical emergency, and then only with the permission of the Race Committee.
- SAILING INSTRUCTIONS: The Rules of IYRU/USYRU and instructions provided to contestants will be utilized.
- TYPE OF BOAT: To be announced.
- SCORING: A winner will be determined using the low point system. Two races in the round robin constitute a regatta.
- INFORMATION: Additional information is available from Vern Harris, 863-4792; John Mandell, 258-2008; or the AYC office, 266-1336.
- REGISTRATION: All entries must be phoned in to the AYC office no later than 4:30 p.m. Friday, September 6---NO EXCEPTIONS. Racing instructions, schedules and liability releases will be mailed to the skippers.
- FORMAT: Round Robin. If there are more contestants than boats, an elimination will be conducted in the following manner:

Contestants will be divided into two groups by lot. Each group will sail one race to determine those crews which will compete in the round robin. Contestants will be eliminated on the basis of boats available; i.e., if there are 10 entrants and 8 boats, then 2 contestants will be eliminated. If there are more than 5 contestants in a class, a full round robin may not be sailed at the discretion of the Race Committee.



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