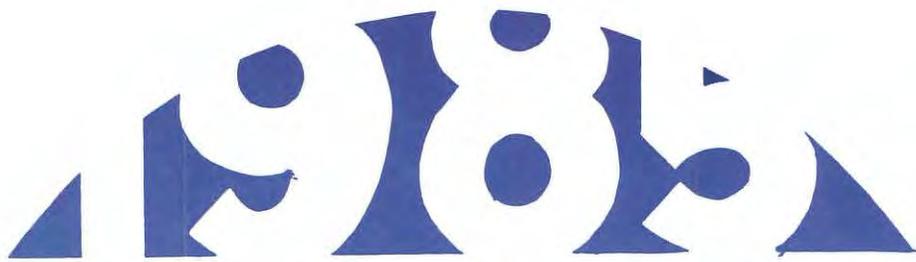


JUNE '85

*Telltale*



AUSTIN YACHT CLUB

Governors  
Cup REGATTA



AUSTIN YACHT CLUB  
5906 Beacon Drive  
Austin, Texas 78734

Business Office 266-1336  
Clubhouse 266-1897

JUNE 1985

Commodore-----Steve Vaughan  
Vice Commodore-----John Mandell  
Secretary-----Rick Smith  
Treasurer-----Mike McLemore  
Race Commander-----Gail Bernstein  
Building and Grounds Commander-----Frank Riha  
Fleet Commander-----Trenton Wann  
Immediate Past Commodore-----Hap McCollum

Fleet Captains:

Catalina 22-----Steve Pervier  
Centerboard Handicap-----Teri Nelms  
Coronado 15-----Roy Smith  
Ensign-----Cynthia Creamer  
420's-----Keith Andrews  
J-22-----Doug Woodward  
J-24-----Jim Swanzy  
J-29-----Russell Painton  
Keel Handicap-----Claude Welles  
Laser-----Greg Porter  
Merit 25-----Steve Bangs  
South Coast 21-----Danny Lien  
Thistle-----Ed Halter

Telltale Editor-----Kristi Blankenship

Telltale cover touts Governor's Cup. It is set for July 6-7 and Teri Nelms and Carolyn and John Mack are the regatta chairpersons. Art work by Walter Allan.





# FROM THE COMMODORE

Steve Vaughan

Summer time and the sailin' is easy! With summer's arrival, the Austin Yacht Club now turns its attention to the racing activity which so far has been "par excellence." In addition, there is another traditional but less visible aspect which summer brings to AYC--that is our Intermediate and Junior Sailing Programs.

Our Intermediate Sailing Program is geared to children 13 to 17 years of age. The objectives we've set for this program are to develop first class sailors while keeping the enjoyment index high to ensure their continued sailing participation. This year, Robert Young and Terry Baylor, as directors of the program have us well on the way to achieving our objectives. I would like to thank them for bringing fresh ideas which have encouraged top quality sailing as well as great fun!

Additionally, we have a Junior Sailing Program for children 7 and up. This program is designed to develop a healthy enjoyment of the sport and provide a basis for building good seamanship skills. This year's program is very fortunate to have Bill and Jennifer Draheim as directors. They have planned a ten week program which will undoubtedly turn on any junior attending. With training of this caliber, Mom and Dad will soon be turning over the helm and the trophies to the kid!

Working with the young sailors in the club is both challenging and rewarding. It is of utmost importance to the club since it ensures that our high quality of sailing will continue at AYC.

In addition to these Junior/Intermediate Sailing Programs, AYC traditionally sponsors a one week sailing camp for these young sailors. We are now beginning to organize the camp. We need a camp volunteer(s) interested in directing this one week camp before the (well known) draft process is instituted. Be sure to call me, BEFORE I CALL YOU.

One last important topic of discussion is the progress towards replacing dock 6. Construction is expected to begin within the next few weeks putting the new dock in service, hopefully, before the end of the summer. As I am sure many of you are concerned about the utilization of old dock 6 for expansion of our wet slip facilities; the in-service date for that dock will be delayed somewhat due to LCRA requirements to reverify its suitability for service. We are still very hopeful we will be able to permanently install old dock 6 in the south cove by this fall.

Congratulations to Scott Young, skipper, and Doug Kern and Jody Smith, crewpersons, for taking first place in the TYA Mallory Eliminations. Their next step up the ladder will be the Area F semifinals at Oklahoma City Boat Club in July.

Looking forward to seeing you all at Governor's Cup!

# IT'S MORE FUN

Hello from Martinique,

When Beth and I left Texas in Oct. of 1983 we had two places we wanted to visit. One was St. Thomas, the other was Martinique. Now, finally, we can say both places are terrific in their own way. Martinique is very definitely a French island. They speak almost no English (thank God for sign language) but most of the people are very helpful and friendly. There are volcanoes and waterfalls to go with beautiful waters and plenty of places to dive for lobster. With the dollar so strong against the franc, everything is very cheap. Looks like we'll stay a few months.

During our trip from St. Martin to Martinique, we sailed to the islands of: St. Kitts..beautiful but very unfriendly, however we did get 35 lobster there. Nevis.. even prettier and very friendly. Montserrat..can't say much, we only spent the night. Guadalupe one of the most beautiful and friendly islands we've seen; however they are having a little political disturbance right now - luckily we didn't see any of that. Les Saintes.. very nice islands where most of the rich from Guadalupe and Martinique have cottages. We passed up Dominica because of boat boys and reports from other cruisers of problems there. They speak English to the French.

Our trip back to Texas last year was a terrific time visiting with our few months away. We want to thar

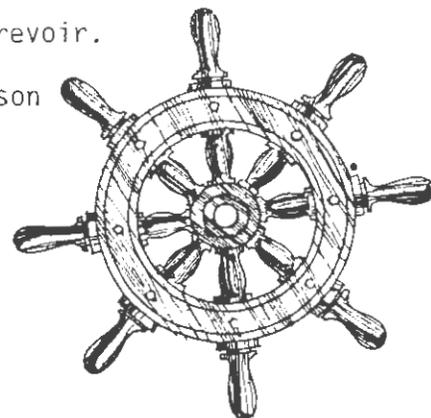
While we were home we notice granted. We were surprised to fi even during the Christmas rush. the fresh water bath tub, and I h our 500 watt Honda generator woul both stared as people used more v in a month of cruising on Malia. haven't found an island yet that we would trade for our lot in Austin, Texas.

That's about it for now. We will try to write more often..you too, huh? It's my turn to go windsurfing so I'll close now. We'll drink a rum drink for you..you draw a warm bath for us.

Sure had a great time at the Annual Banquet and at the slide show. Thanks to all who showed up and next time we promise more slides.

Now with my best Texas-French accent, I bid you au revoir.

Ken & Beth Hutchinson



# FROM THE FLEETS

## Coronado 15

by Kathy Maguire

There were 22 boats vying for position on the starting line at the C-15 fleet's annual Cheap Thrills Regatta last month.

This multi-race, multi-beer event consisted of TEN! short intercollegiate style races, each lasting about 30-45 minutes. There were definitely some pretty exciting starts and tight mark roundings with that many boats and the quality of competition that we had.

It was a beautiful weekend (thank you wind gods!) and everyone had a terrific time.

The final results were:

1. Kelley Gough
2. Dave Maguire
3. Terry Schertz
4. John Bartlett
5. Scott Craven
6. David Bass
7. Bob Musselman
8. Dale Edwards
9. John Mandell
10. Matt Romberg
11. Hap McCollum
12. Troy Lawson
13. John Klema
14. Michael Kerrington
15. Veit Gentry
16. Bill Snead
17. M.L. Painton
18. Bruce Guinon
19. Chuck Andrews
20. Cesar Farias
21. Jeff Bardell
22. Louise Rogers
23. John Mack

A hearty congratulations goes to Terry and Greg Schertz and Dave and Donna Bass for their recent win in Houston in the C-15 District Championship. Terry and Greg took a first and the Bassets a fifth in the competition.

The mid-spring series was the last chance for practice before eight teams from the C-15 fleet head out to Fort Walton Beach, Florida for the North American Championship. The winds were good for almost every race in the series. Congratulations to the winners:

1. Bonnie Odell
2. Terry Schertz
3. John Mandell
4. Bill Snead
5. Ron Church

## Ensign

by Dan O'Donnell

The Mid-spring Series saw a good Ensign turnout and some good racing. Lewis Price was at the helm of 929 practicing for Turnback and turning in a respectable series record. Jim Baker knocked down first place in the series and even had a first to throw out. Times are tough. Amy Rodnick and Dan O'Donnell duelled for second and third place throughout the series, and the final standing wasn't decided until the last race. Overall, Ensigns averaged nine boats for the series.

Cynthia Creamer's Foxfire is back in the water, looking good, and performing well enough for a second in Turnback. Sam Humphrey took first place and Lewis Price won the first race and took third overall. Larry Neimann brought Miss Peppermint out for the first time this season.

The Ensign Regional Regatta is scheduled for Thursday, June 27 through Sunday, June 30. On Thursday, there will be a tune-up race followed by a fajita dinner a la Humphrey. That's going to be good. Friday, Saturday and possibly Sunday will be race days with the Regional Banquet scheduled for Saturday, June 29 at the Oasis Cantina. Boats (or skippers) from Houston, New Orleans and Denver will be here.

So far, it looks as if all the arrangements are going together pretty well. Our fleet will need to provide people for committee duty and registration, and we'll probably be called on to lend two or three boats to out-of-towners. Other than that, we'll all have a chance to enjoy the festivities. See you there!

## Laser

by Fred Schroth



The Wednesday night Laser races have made it through one month. Twenty people have made it out for an evening's fun in the Lasers. Kathy Maguire and Jennifer Phelps came out just to do R.C. duty. We love people like those two.

There are so many new sailors that it is tough to name them all, but here goes. Doug Woodward bought Shirley Slaughter's boat. John Schmidt bought Fred Schroth's Majic Dust. Craig Holmes bought the upside down orange California boat from Jerry Spencer. Tom Shelton brought in a boat from outside the club. Deke DeKeyser found a boat on the bulletin board (thumbtack holes?) Dan Wight and Fred Schroth got new toys from the dealer.

If new blood makes a fleet great, we should have a great fleet.

The 1986 Easter Laser Regatta is approved for March 29 and 30. It is time to start telling everybody in the world to come to Austin and bring a Laser. The 1985 event is still the largest one design fleet to gather in Texas in 1985. Next year's goal is twofold. First, we want to pass 100 boats in the fleet. Second, we want to be the largest one design fleet to gather in the U.S. in 1986.

The above paragraph is an example of an overenthusiastic organizer writing after 10 pm after working around too many paint fumes all day.

## WEDNESDAY LASER RESULTS MAY 1985

NAME	# RACES	AVERAGE
Paul Foerster	7	1.00
Keith Andrews	3	1.33
Scott Young	6	1.66
Doug Kern	7	2.86
Kelley Gough	1	3.00
Dave Maguire	3	3.33
Jody Smith	15	3.53
Dan White	12	4.25
Ed Monske	12	4.25
Fred Schroth	15	4.80
Ken Sherman	10	5.20
Troy Bangs	4	5.25
Jeff Johnson	3	5.66
Deke DeKeyser	18	6.00
Hap Arnold	4	6.00
103002	3	6.33
Doug Woodward	8	6.62
Dave Gage	5	7.00
115283	7	8.86
John Schmidt	4	10.00

## South Coast 21

UNDER COTTONWOOD

by Danny Lien

For those who didn't attend, the annual Metcalf Memorial Trophy Regatta was fun. We had twelve boats, aggressive starts and a tight fleet. The last race made the decision on four of the five trophies, including 1st place. Some consisted of previous South Coast owners and all the boats were well sailed. One past owner was heard to remark at the dock, "No wonder I'm not sailing well on Sundays. I'm out of practice!" High praise indeed.

Thanks to Dennis Awbrey, Earl Dobson, Carolyn Mack, Betty Boucher, David Boucher, David Henderson for fine committee work. Also a note of thanks to Duane, Jimmie, Claudia and Ray for their help and organizational insight, to Bud Boucher for polishing the silver on the Metcalf Trophy. He took it home again! Norma said to me after the awards dinner,..."all that silver...I

didn't know it was that big," she had to rub it in. Next year...

A bit of late news about the Spring Non-Lakeway Regatta, we had seven boats. Not the best of turnouts. For those of you who were not of the seven, we got one race in Saturday; Jimmy 1st, Ray 2nd and Duane 3rd. Saturday afternoon the clouds filled in dark and the committee called for two on Sunday. Only one race was held, a ghoster. With time limits almost broken, the committee should be commended for getting four finishes early at four locations. To my knowledge only one crew did not cooperate, Duane Dobson's. He had read the wind well and beat the chase boat to F mark, where the committee finished the "other fleet." We let stand the throwout of our 2nd race, each of us knowing Duane won. We were fully ready to explain it at awards by throwing Duane in the pool, but somehow at that time he was hard to find.

And Turnback...congratulations Don Sannes...

And to the club, there are two SC-21's needing sails and cosmetics and priced accordingly and one pristine boat. Call me if you are interested or just want to crew to see what you might be missing. We may look dumb and ugly, but our boats are pretty and we can make 'em go!

## Centerboard Handicap

by Teri Nelms

I would like to begin this brief article by mentioning that I have been reassured that centerboard sailors really are nicer than keel boat sailors. This was confirmed when I went to the Harpoon fleet meeting BY INVITATION. It was hosted by the Spanos and was attended by civilized people who conducted a no-argument business

meeting, never raised their voices and did not once sneak into the kitchen to crush wine bottles in the compactor like SOME OF OUR FLEETS DO. My only doubts about these people came as I was leaving and they actually thanked me for attending their meeting...I guess they just don't know any better.

It is my intention at this time, depending upon the outcome of input from centerboarders, to split our fleet into A, B and junior categories. This will depend entirely on the number of boats who participate and will apply to our series races as well as regattas. "A" fleet would consist of the trapeze boats - Flying Dutchman, Fireball, 505 and other boats of that type. "B" fleet would be everybody else, Harpoon, Lasers, Windmills, 420's, etc., who are really not able to compete with the faster boats. I will have to look closely at the ratings of each boat in order to make an equitable split. (Obviously, all I'm trying to do is keep a Laser with a dumb kid in it from correcting over me.) As a result of some discussion among junior sailors, who are tired of trying to compete with the likes of Maguire and Kern on Wednesday nights, I think a junior class is also appropriate. I will be appointing a Jr. captain to be in charge of this group to do phone calling and organizing, to make sure that they have a 3-boat turnout for series races and 5 for regattas. We can begin this program with Governor's Cup and the following series, so all centerboard members, dumb kids included, need to let me know their feelings on these issues.

I hereby authorize any centerboard sailor to shoot me on sight if I am again seen on a keel boat. Yes, I did Turnback again. Will I never learn? In the midst of one of my periodic "cute" attacks, I called the Tesches and informed them that my services were available for Turnback in the capacity of "Navigator," not to be confused with "Tactician." As I heard they had never

been beyond Lakeway, I knew they would never make it without a pointer. Since they did not know that there was only one direction to take to get there, they readily signed me on to "point." As it turned out, my hardest job was finding the marks, which I skillfully located within 20' of the roundings in each case. The majority of Saturday I endured in a new low of entertainment as Carol and I spent our time writing quotable, insightful comments on the side deck of the boat. Just to give you an idea, some of our best included "Low class is better than no class" (in reference to everyone sailing the regatta), "bad breath is better than no breath at all" (in reference to all the screaming helmsmen), "a bad jibe is better than no jibe at all" (self-explanatory), and many etc., too numerous to mention, that now cover the entire starboard deck of Avalanche.

While I felt the usual remorse on going on a typical Turnback, (one day drifting, one day howling), I was relieved to see that a handful of centerboarders actually sailed it. At least, I have never been that dumb. Misery actually comes in a variety of sizes and colors, and in the case of Turnback, "a bigger boat is less miserable than a smaller boat," (inscribed slightly to the left of the starboard jib track). At least the big boats are all full of rock stars and flat bellies (or they'd never make it away from the dock) so you do have something to marvel at when you're not too busy handing up the beer.

I will be reappearing on the centerboard line, so you big clumsy Flying Dutchmen better watch out (Scott Young and Kelly Gough included). After spending an entire weekend trapped aboard a C-15 for Cheap Thrills Regatta with Gough, who really is a marvel, and then adding Turnback to that, my coffee table is going to be a real relief. See you out there - I'll be the one with the can of lemon-scented Pledge...

## Catalina 22

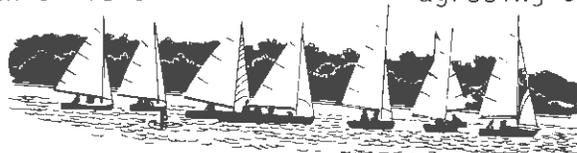
by Steve Pervier

AYC boats took the top two spinnaker trophies and the second through fifth place Jib/Genoa trophies in the 1985 Turnback Canyon Regatta. Some of the top C22 sailors in Texas were present in both classes. Now they want to see us race in Dallas! How about some boats for the Gold Rush Regatta, coming up in September?

In Saturday's race, Gordon Hamilton showed his light air skill by finishing 19 minutes ahead of the next boat. He only trailed the first place spinnaker C22 by 11 minutes, beating the remaining chute boats to Lago Vista! While others went early to the barbecue, AYC skippers Bill Morack and Steve Frederick held on to finish with seven minutes to spare!

On Sunday, visitor Jim Parker walked away from all other C22's during the first beat (straight up wind, it appeared) to win his class. Calin Popescu sailed with the spinnaker leaders right to the end, and Gordon wasn't far back. Bill Morack lost a fierce tactical duel by half a boat length and took third, while Gene Ferguson ("the Cowboy") finished first by a couple minutes. Cheryl's great crew work earned us a first place trophy and a dip in the pool, too!

Remember the Spring Regatta? Two drifters and a heavy weather cancellation! In the last race, 752 and 7619 were far ahead after hours of drifting to and from I-Mark (where we rounded at least 20 boats deep), when an aerosol can's worth of air brought the whole fleet from the south. The committee tried to end the race at F-Mark, but could only see five C22's through the PHRF boats. Bill Word avoided the mess for a first place, but the fleet nearly threw the race out before agreeing on a compromise order of finish.



Congratulations to Bill Morack for his first series win! His is a fast boat with a well trained crew, who set their spinnaker in more air and less time than most of their competition! Close behind Bill was Calin Popescu, another fast boat who also won three of the series races without a spinnaker!

And, CONGRATULATIONS to Charlie and Annie Lancaster on the arrival of their daughter Sarah, the newest member of the Catalina fleet!

Results from the 1985 regattas and series races to date:

#### Turnback, C22 Spinnaker

Steve Pervier	7619	2.75
Bill Morack	12080	5
Gene Ferguson	2321	6.75
Marilyn Boemer	5785	10
Steve Frederick	7948	11
Lyman Abell	1950	11
Gary Payne	9082	12
Bill Word	7288	13

#### Turnback, C22 Jib/Genoa

Jim Parker	1184	2.75
Gordon Hamilton	350	3.75
Calin Popescu	752	7
Walter Allan	10256	9
Nelda Brasher	11405	10
Jan Turk	10962	11

The remaining Jib/Genoa boats were generally scored DNF and DNS in the two races: Baldwin (2996), Catherman(3676), Cordelle (8622), Mikeska (2643), Schattel (7377), Schmid (1717, Thomas (12327?), Wilfley (11906).

Spring Regatta: Word (5.75), Morack (6), Pervier (7.75), Frederick (8), Postell (9), Popescu (9), Lancaster (10), Allan (16).

Spring Series: Pervier (2.25), Popescu (4.75), Morack (9), Allan (10), Tobin (14), Payne (18), Word (19), Nelson (20), Lancaster (25), Brewer (26), Sheridan (28).

Mid-Spring Series: Morack (8.25), Popescu (10.25), Allan (21), Frederick (22), Hamilton (32.75), Word (35.75), Lang (37.75).

## Keel Handicap

PHRF A FLEET /J 29

by David Bernstein

When Shirley Slaughter signed me up for this job she told me "all you have to do is recruit a race committee twice in 1985." I had no aspirations to become another Teri Nelms (my bust is too large anyway.) Now I find Shirley has become a one design racer and Claude tells me I have no recourse other than to be out of the country on the Telltale due date, which I did manage for the last issue, but unfortunately not this time.

Since our boat spent the series in the slip, I had the opportunity to sail on two different boats, with several different skippers. The first race of the series I spent with our Commodore on his Olson 30 and guest crew Bill Draheim. Steve was serious and had resorted to pooling his resources with Carl Vernon for the series. As we left the harbor in 20 mph winds I listened to Steve and Carl explain to Bill how you should never reef the main on an Olson 30. Much better to flog it if necessary. Bill requested they humor him and try it anyway. We were first to finish and second only to Mark Rylander and the J27 corrected. The following week I went to Europe, Bill went to Canyon Lake, and the Commodore fell to 6th. Sorry I had to leave town Steve. Bob Tesch, with advice (I'm told) from a slender blond sailmaker (not Pete Reinhart) edged out the J27 (did they know their handicap was about to be reviewed?)

For race three I was back to race with Painton. Smith decided Painton needed help (he didn't know about the new main Painton had ordered) and recruited a sailmaker (with loft on

Hudson Bend Road) to help Painton. Painton found out the old main was not as bad as he thought, winning first. He tried to cancel the new main, but it was too late.

In race 4, Mark returned to the water, Tesch, Painton and Vaughan forgot what they'd been taught, and Domino won.

In the final race, Dave Cheney made his first appearance and took first corrected and scratch. (There may have been a blond sailmaker aboard.) Rylander took it easy and Painton got him by 3 seconds for second place. I guess Mark forgot the J27 was up for rating review, because he still got first for the series, followed by Tesch and Painton.

While enjoying the post series buffet and waiting for the results, Tesch and Painton were overheard discussing their disdain for "professional crew" and high tech sails. At about this time it became known that Tesch had a 165 $\frac{1}{4}$ % super duper Mylar genoa due to be delivered prior to Turnback, and Russell had a Mylar/Kevlar/titanium main due in the same time frame. (Was this really the newly elected captain of the J29 fleet who a few short weeks earlier had professed a desire to limit the fleet to simple, inexpensive sails?)

Speaking of the J29 fleet, when it was formed 2 months ago we had a few drinks before dinner and then elected officers. After Russell became captain someone said we needed a treasurer and since I had a trustworthy face...I should have remembered my experience with Shirley. After I was elected treasurer, I found out I was also secretary! But not to worry, since we never raced as a fleet there would be nothing to write about and I could easily keep track of \$10 a piece from seven boats.

Turnback was the first time the J29's had a fleet - 6 boats. PHRF A fleet had 7 additional boats thanks to good participation by all and the purchase by Bob Howell of the Olson 30, Dealer's Choice. Sorry to have Bob join the fleet due to a fire, but we're sure glad to have him.

I won't describe day 1 of Turnback. Most of you remember it anyway. Suffice it to say that an out of town Hobie 33 won, followed by Rod Malone in Domino and Dennis Awbrey in a Hobie. I watched this race from a rescue boat and the lead changed hands many times. In the J29 fleet, Tesch's 165 $\frac{1}{4}$  and the North rep edged Painton and the big brown main.

Sunday was certainly the better racing day, but I spent it pounding back to AYC to finish the first Tornado. The breeze was more suited to flat mains than drifters. Painton took first, Cheney second and Tesch third. Painton got the gold and Tesch the silver.

Back in A fleet, Malone decided to avenge the fact that I had reported him as DFL on the radio at one point Saturday. He stuck with Awbrey and Reinhart all the way back and corrected over them by a considerable margin. For the regatta it was Malone, White (out of town) and Awbrey.

I hope all of this is of interest to someone as we head into the summer series. The good part of the summer series is there's no J29 fleet to write about. The bad part is that, after one race, the author's boat, skippered by your race commander, is not exactly leading the fleet. On the other hand, I saw a very juicy incident featuring the former PHRF fleet captain prior to the LTCA Ladies Day Race on June 1st. I think I'll use it for blackmail to get her to write the next Telltale article.



## "B" Fleet

by Rolly Lawson

The 1985 Mid-Spring series couldn't have been sailed under better conditions; moderate temperatures, moderate winds and a full lake!

Eleven boats showed up to race and it was clear from the start that everyone wanted this one.

Claude Welles in his Cal 9.2 and Mary Lou Lawson in her Olson 25 set the pace for the rest of the fleet. Each skipper finished first and second twice. Claude won the last race so he carried the first place trophy away on a tie-breaker.

In every race a different boat challenged them from behind. While Claude and Mary Lou fought it out for first, the rest of the fleet kept the pressure on. Mike McLemore managed to hold on to third, with Frank Riha, Erhard Sudermann and David Henderson taking turns at him. Each of these boats were correcting over the leaders at some point, but couldn't maintain the stiff pace Claude and Mary Lou were setting.

I'll remember the last race for quite a while, at least until my blisters heal. Mary Lou knew she didn't have to win, but she couldn't allow Claude to win it. She had two firsts and a second, Claude had one first and two seconds. Her pre-race strategy was to beat Claude or slow him so someone else could.

Claude wasn't having any of this! He took the lead at "D" mark and never gave it back. Mary Lou tried every trick in her bag to lure him to the wrong side of the course, but Claude sailed a smart race and led her to the finish.

David Henderson gave his Santana 23 it's best race yet. He was correcting over both of them up to the third mark

(much to Mary Lou's delight) but had to settle for third at the finish. If he had won, I'm sure Mary Lou would have presented him with a bottle of champagne.

It's been great sailing in this fleet, the level of competition is great and getting better.

I would like to take this opportunity to thank all the skippers and crew for supporting us when we have race committee duty. "B" Fleet is small enough that I was very concerned that we wouldn't have enough people to man the committee, but my fears were unfounded as both spouses and crew showed up to take up the slack.

I am proud to report that "B" Fleet ran the races twice this year (March 10 and May 19) without a hitch. Not even a protest between boats. Good work, "B" Fleet.

Many of us tend to take the benefits of AYC for granted and forget that without everyone's support the quality of racing such as we enjoy at AYC would not be possible. Please volunteer for duty, AYC has some great teachers.

See you at the starting line.

PHRF Handicap - C FLEET

by Dave Henderson

The Mid-Spring Series served up healthy wind velocity (averaging almost 15 mph) to the 10-15 boats representing C Fleet on the start line. As in the Spring Series, a wide variety of boats were present. The races provided keen competition each day, with the top places being fought between a Cal 29, Pearson 26's and a Holder 20. As the final results were tallied, Dan Wight in his Holder 20 emerged on top. Second place was captured by Bill Records in his Pearson and third by Ann Baylor

# Rules Quiz

From the April/May 1983  
American Sailor

in her Pearson. (Ann did a "horizon job" on both of these guys in the last race of the series.) Hopefully this high level of competition will continue into the Summer Series.

I would like to thank all of the C Fleet members who helped out with Race Committee on May 5th. I'll be in touch with others of you when our "duty" comes again.

See you on the race course...

MERIT-RIKS

by Sauza De Kuyper

There is a young lady named Anne  
Who sails as fast as she can  
On Turnback, the wind didn't blow  
But Dogs didn't care about "show"  
And Sunday, she beat every man.

So Bandit beware  
Kamikaze take care  
Dragon should fly  
Turtles may die  
Dogs is finally there!

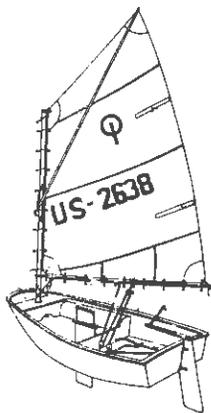
Oh where, oh where is Tout Suite?  
We're sad Warpaint can't compete  
High Risk cannot be found-  
But from Booths, there's a sound  
Merits! More boats makes a fleet!



Three minutes before the start, a yacht reaching down the line on starboard tack luffs head to wind to check the line. Ten seconds later, a port tack yacht, reaching down the line, collides with the yacht which is still head to wind. The port tack yacht protests, claiming the other yacht was not on a tack and therefore should have kept clear under rule 41.1, "A yacht which is either tacking or gybing shall keep clear of a yacht on a tack." The head-to-wind yacht claims she was "wayless" so the port tack yacht should have kept clear. You are the jury. How do you rule?

Answer: As a knowledgeable judge, you realize that both assertions are erroneous. There is no rule that says a "wayless" yacht has right-of-way over moving yachts. But you also know the Definitions in Part I, and a careful reading of "on a tack," "tacking and gybing," and "windward and leeward" confirms that the head-to-wind yacht is on a tack, starboard tack. Your decision--disqualify the port tack yacht for infringing rule 36.

## JUNIOR SAILING



**OPTIMIST  
DINGHY**

WHO: Open to junior sailors ages 7 up (6 year olds will be accepted at the discretion of the junior sailing directors)

WHAT: Junior sailing in Optimist dinghies.

WHEN: 6:00 p.m. to dusk on Wednesday - June 5, 12, 26, July 3, 17, 24, August 7, 14, 21. Makeup August 28.

WHERE: Austin Yacht Club

WHY: To teach beginning sailors seamanship and sportsmanship

HOW: Instruction will be provided by junior sailing directors  
Bill and Jennifer Draheim.

Home phone - 346-2465  
Work phone - 459-0899

Fee \$20.00

# MEN'S CAMP

MEN'S SAILING CAMP - from the Coordinator's viewpoint

by Teri Nelms



Woe is me! Trapped for a whole weekend with 35 overgrown kids and two strip dancers! Not me, boy, I bailed out the second my feet touched shore. How can I describe adequately the adventure, the excitement, the challenge? Easily - the guys had a blast.

One thing I will say humbly, is John Bartlett, Jeff Johnson, Bob Gough, Scott Young and I sure do know how to put on a good show. Our campers consisted of new club members as well as some of our old guys - Bill Records, David Bernstein, Sam Humphrey, Dale Edwards, Bill Lane, Dan Wight, Dave Henderson and Mike Strange all had to admit that even they had learned "something" while having a good time doing it.

In my usual Camp-Mommy capacity as "one of the guys", I can only recount to you what I saw occurring while I was on the grounds. Any other activities, if reportable, will be described to you by Sam Humphrey, if he turns his article in by the deadline.

Basically, we had two groups, half the guys in 420's and the other half on J-24's, with all campers rotating through all crew and helm spots on both boats. John had a legal pad with some kind of rotation schedule worked up on it that looked too complicated for me to even describe, but it worked and everybody got to do some of everything, whether they liked it or not.

The camp opened below the clubhouse as it was raining and a board meeting was in progress upstairs. The first activity was to drag a 420 under the balcony so it could be practice-rigged out of the rain. As volunteers were not told what they were volunteering to do when they went to get the boat, our uniformed policeman, acting as sergeant-at-arms, had to do

some threatening to get the fun-filled guys to carry it back to the dock. I left soon after witnessing that, and returned before 7 the next morning to cries of "WHEREZZE DAMN COFFEE, NELMS!" I wouldn't know, I don't drink it. The guys cooked their own breakfasts and did lunches too, with suppers being organized with "some" help from the women, Carolyn Mack and Kristi Blankenship.

As the day began with practice starts and tacking practice, John and Scott and Jeff coached, screamed and encouraged from the chase boat I was driving or from on-board the boats when "dangerous" helmsmen were spotted. After one particularly nasty tirade directed at a "bunch of ....s" on a J, John turned to me and said, "I don't want them to love me, so I'll make them hate me!" Ha! Fat chance, John. I will say that John took his life in his, or my hands, at one point when he was coaching on a J that was beneath another J and quickly losing distance. John saw that I was right behind the two boats, so when they got close enough, John took a flying leap for the windward boat, with intentions of releasing the spinnaker halyard and then quickly leaping back to the other boat. (John does not like to be behind; keep your distance.) Well, he missed. The fingernail marks down the side of the boat are his, and then, to make it worse, I refused to pick him up out of the water until I had promises of new Fireball jibs and window washing.

Friday evening welcomed Bob Gough as speaker and, I was told and don't believe it, that everybody was tired and got to bed at a decent hour.

Saturday morning produced a "ready" coffee pot, light winds and little lake traffic as it was overcast. The grand finale of the morning activities was when the gunboat, the rescue craft, ran out of gas on the way in to the dock. A 420 generously offered to tow me in, but I found it necessary to

stand up and offer numerous gestures of specific nature to the campers around me in 420's who were making less than polite comments and generally being rude with unnecessary guffawing.

It was soon after that, on the dock, that Bernstein nearly died. He said to me, with a straight face, "well I guess you drive a power boat pretty good...for a girl..." I allowed that at least he didn't say "dumb girl" but some guy behind me had to finish that off by observing that some things are taken for granted and needn't be said..

Saturday was finished off with the camp's usual highlight of, not one, but TWO strip dancers. Sam Humphrey did an admirable job in his capacity of "lucky S.O.B." in organizing the dancers music, setting up lights and tables and fanning the faces of expired campers. I took pictures. Yes, folks, it's a dark and lonely job, but somebody has to make the bucks for the year. Once again Bob Gough is captured on film in a position that should keep our on-call-USYRU-judge indebted for at least the coming season. Bernstein has also offered me a "modest" amount if I will just not send the copies to Gail. I had enlargements made for Jeff Johnson, who received "Special" treatment from the girls. I have reassured Jeff it would all be funny at some time in the future and he would look back on it and laugh, but it's difficult to convince someone of the obvious when they're trying to listen to your advice while clawing their way out from under two dancers.

Our thanks again to a Yacht Club tradition, Trenton Wann's Men's Camp T-shirt, another collector's item. My thanks also to Sail and Ski for providing us with some nice trophies to present to the most improved sailors in the camp.

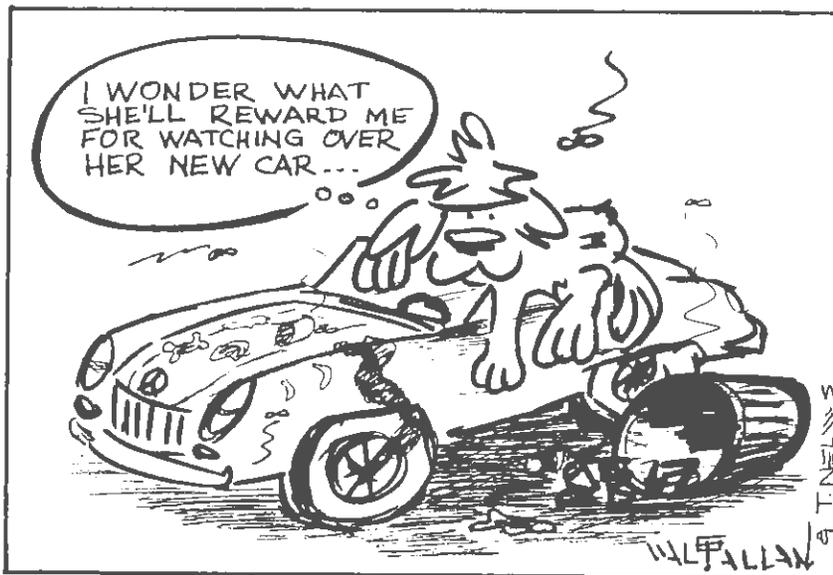
The AYC office very kindly donated an entire box of unclaimed, unused and

damaged trophies left over from past regattas and series races, for us to give as participation trophies. As most of them were engraved, they will provide the graduating campers with a beginning piece of war-story material. We gave Bob Gough the mug that had a two-inch dent in the side and he said it looked to him like a J-24 had hit it. Although I found two of the trophies in the trash later, a mistake I'm sure, I know that they were much appreciated and enjoyed. I chose one for myself that had no inscription on it so I can make up a really big fat story to go along with it...

Thanks campers, counselors, office, dancers, weatherman and everybody who helped. I hope next year is half as good!

\*\*\*\*\*  
THANKS TO TERI NELMS AND JOHN BARTLETT  
FOR ORGANIZING AND EXECUTING MENS CAMP.  
\*\*\*\*\*

## Tell Tales PRESENTS: BEAR'S FACTS



### FOUND

A watch in the women's shower on May 26,  
and a woman's watch by the pool on April 14.

# SERIES RESULTS

## MID-SPRING SERIES RESULTS

### CENTERBOARD HANDICAP

1	Boyd, A	FD
2	Eason	Harpoon
3	Foerster, P.	FD
4	Downing, J	Harp 5.2
5	Thompson	505
6	Baker, Q	FD
7	Byus, G	Harp 5.2
8	Levens, B	Laser
9	??	Laser
10	??	M 20
11	Nelms, T.	Fireball

### PHRF A

1	Rylander, M	J 27
2	Tesch, B	J 29
3	Painton, R	J 29
4	Smith R	J 29
5	Vaughan, S	Ols 30
6	Awbrey, D	Hob 33
7	Preston, G	Hob 33
8	Cheney, D	J 29

### PHRF B

1	Welles, C	Cal 9.2
2	Lawson, M	Ols 25
3	McLemore, M	S2 7.9 MH
4	Riha, F	Cal 9.2
5	Lott, R	Cal 31
6	Sudermann, E	Ben 30
7	Smith, T	Capri 22
8	Vicknair, T	Kirby 23
9	Henderson, D	San 23
10	Crews, W	Cap 25
11	Kocen, P	A

### PHRF C

1	Wight, D	Hol 20
2	Records, B	Pea 26 OD
3	Baylor, A	Pea 26
4	Romach, A	Cal 27
5	McDonald, B	Cal 29
6	Dwyer, W	Pea 26 OD
7	Erickson, J	SJ 7.7
8	Calogero, E	SJ 7.7
9	Vance, J	Pea 26
10	Carson	Hol 20
11	??	Hol 20
12	Selber, J	Holder 20

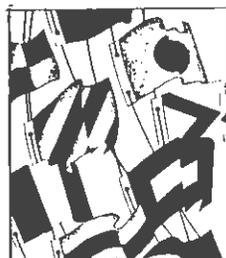
13	Wann, T	SJ 27 DK
14	Bremer, J	Cat 27
15	Wilcox, J	SJ 7.7
16	Gray, D	Cat 27
17	Golden, L	SJ 7.7
18	??	Kiwi 22
19	Gunderson, T	SJ 7.7

### PHRF D

1	Hilfer, D	SJ 24
2	Jones, R	Ran 22
3	Cummings, T	Irw 25
4	??	SJ 24
5	Weller, P	S2 7.3
6	Morse, B	Buc 250
7	Key, K	Cal 25

### J 24

1	Grudnitski
2	Smith
3	Loving
4	Hudson
5	Eitelman
6	Tull
7	Shelton
8	Swanzy



### THISTLE

1	Woodrow
2	Halter
3	Goodwyn
4	DeKeyser
5	Schwarz
6	Leach
7	Wetsel

### CATALINA 22

1	Morack
2	Popescu
3	Allan
4	Frederick
5	Hamilton, G
6	Word
7	Lang

### ENSIGN (Conc.)

9	716
10	Bauman
11	298

### C 15

1	Odell, B
2	Schertz, G
3	Mandell
4	Snead
5	Church
6	Musselman, B
7	Gough
8	Bass, D
9	Andrews
10	2305
11	Romberg, M

### MERIT 25

1	Howell
2	Smith
3	Bangs
4	Morris
5	Booth
6	Livingston

### SC 21

1	Shull
2	Fontenot
3	123
4	Dobson
5	137
6	Sannes
7	Breeze

### J 22

1	Hallman
2	Woodward
3	Brown
4	Holmes
5	Mack
6	Mitchell
7	Beebe
8	Sjoberg

### ENSIGN

1	Baker
2	O'Donnell
3	Rodnick
4	Humphrey
5	1609
6	Price
7	Weiler
8	Kunze

THANKS TO MARK RYLANDER FOR PROVIDING RACE MANAGEMENT FOR THE MID-SPRING SERIES AND TO CARYL AND JIM SMITH FOR HOSTING THE END-OF-SERIES BUFFET.

## AYC ELIMINATIONS

### O'DAY/SUNFISH

- 1) Matt Romberg
- 2) Nick Monske
- 3) Fred Schroth

THANKS TO CRAIG HOLMES FOR PROVIDING RACE MANAGEMENT FOR O'DAY AND BONNIE O'DELL FOR PROVIDING RACE MANAGEMENT FOR ADAMS.

\*\*\*\*\*

### ADAMS/J-24

- 1) Linda McDavitt, skipper  
Barbara Hawn  
Pat Halter  
M. L. Painton
- 2) Terry Schertz, skipper  
Bonnie Odell  
Gail Bernstein  
Bicki Holmes
- 3) Pat Katon, skipper
- 4) LaDona Hudson, skipper



Our thanks to the following people who loaned their J-24 for the AYC Adams and TYA Mallory:

Bill Cherico  
Gary Grudnitski  
Mike Eitelman  
Robert Helmreich  
Ralph Kehle  
Jack Kern  
John Mandell &  
Roy Smith  
Frank McBee  
Dave Putnam  
Tom Shelton  
Pete Shough  
Jim Swanzy

Due to a scheduling conflict, Schertz' team will represent AYC at the next level of competition.

\*\*\*\*\*

THANKS TO MARK RYLANDER FOR PROVIDING THE RACE MANAGEMENT FOR TYA MALLORY AND TO CAROL RYLANDER FOR HOSTESSING THE FRIDAY EVENING BUFFET. WE ALSO APPRECIATE VICE COMMODORE JOHN MANDELL FOR HIS EXCELLENT ADMINISTRATIVE HANDLING OF THE EVENT.

## TURNBACK CANYON REGATTA

### TORNADO - 11 Boats

- 1 Ken Ogden
- 2 Doug Graf
- 3 Bruce Blalock
- 4 Norman Chu

### NACRA 5.2 - 12 Boats

- 1 Mike Nelson
- 2 Corky Pittensenberger
- 3 Charlie King
- 4 Tim Archer

### HOBIE 16 - 16 Boats

- 1 Steve Buck
- 2 Rusty Tarver
- 3 David Lewis
- 4 Robert Bading
- 5 John Beran

### NACRA 5.8 - 6 Boats

- 1 Dan Cook
- 2 Bill Collins

### PRINDLE 16 - 5 Boats

- 1 Eric Sharp
- 2 Charlie Mayer

### CATAMARAN HANDICAP - 24 Boats

- |                  |             |
|------------------|-------------|
| 1 Darwin Barnes  | Prindle 15  |
| 2 Charles McAden | Prindle 15  |
| 3 Jack Tunnell   | Stiletto 23 |
| 4 Greg Berwick   | Nacra 5.5   |
| 5 Jim Henson     | Prindle 18  |

### NACRA 5.0 - 5 Boats

- 1 Gary Mosier
- 2 Jim Wilson

### HOBIE 14 - 5 Boats

- 1 Ben Eberle
- 2 Kathy Comer

### G-CAT 5.0 - 5 Boats

- 1 Asim Sader
- 2 Greg Schuler

### EAGLE TRIMARAN - 6 Boats

- 1 Charlie Morse
- 2 Glen Allen

### CENTERBOARD HANDICAP - 5 Boats

- |                   |      |
|-------------------|------|
| 1 Tom Romberg     | M 20 |
| 2 James Beardsley | FD   |

# TURNBACK CANYON REGATTA

## SPINNAKER "A" - 7 Boats

- |   |             |      |
|---|-------------|------|
| 1 | Rod Malone  | J 27 |
| 2 | Craig White | H 33 |

## SPINNAKER "B" - 20 Boats

- |   |                 |          |
|---|-----------------|----------|
| 1 | Claude Welles   | Cal 9.2  |
| 2 | Tom Pollack     | Kirby 23 |
| 3 | Mary Lou Lawson | Olson 25 |
| 4 | James Frazier   | GC 23    |
| 5 | Doug Woodward   | J 22     |

## SPINNAKER "C" - 13 Boats

- |   |               |            |
|---|---------------|------------|
| 1 | Hap Arnold    | Holder 20  |
| 2 | Dan Wight     | Holder 20  |
| 3 | Dave Wahlberg | Kiwi 24    |
| 4 | John Vance    | Pearson 26 |

## SPINNAKER "D" - 20 Boats

- |   |                |         |
|---|----------------|---------|
| 1 | Don Sannes     | SC 21   |
| 2 | Wayne Carelock | Mustang |
| 3 | Peter Edgar    | R 22    |
| 4 | Bill Lane      | Triton  |
| 5 | Bob Pillmore   | R 22    |

## NON SPINNAKER "B" - 10 Boats

- |   |              |           |
|---|--------------|-----------|
| 1 | Bud Boucher  | Star      |
| 2 | Carl Rieck   | Capri 25  |
| 3 | Gary Schmidt | SJ 28     |
| 4 | Brent Peffer | Buccaneer |

## NON SPINNAKER "C" - 13 Boats

- |   |                 |            |
|---|-----------------|------------|
| 1 | Dave McClintock | US 21      |
| 2 | Greg Smith      | Cat 27     |
| 3 | Charlie Graham  | Pearson 26 |
| 4 | Mark Johnson    | Cat 27     |

## NON SPINNAKER "D" - 26 Boats

- |   |                 |           |
|---|-----------------|-----------|
| 1 | Tom Cummings    | Irwin 25  |
| 2 | Jim Smith       | SJ 21     |
| 3 | John Allison    | Ranger 23 |
| 4 | Hal Hamilton    | SJ 21     |
| 5 | John Maddalozza | SJ 24     |

## J-29 - 6 Boats

- |   |                 |
|---|-----------------|
| 1 | Russell Painton |
| 2 | Bob Tesch       |

## J-24 - 10 Boats

- |   |              |
|---|--------------|
| 1 | Rick Shough  |
| 2 | Fred Schroth |
| 3 | Tom Shelton  |

## MERIT 25 - 6 Boats

- |   |             |
|---|-------------|
| 1 | Anne Smith  |
| 2 | Carl Morris |

## S.J. 7.7 - 5 Boats

- |   |               |
|---|---------------|
| 1 | Barbara Hawn  |
| 2 | John Erickson |

## CAT 25 - 9 Boats

- |   |                |
|---|----------------|
| 1 | Kenneth Miller |
| 2 | Steve Wolford  |
| 3 | Toni Schmidt   |

## ENSIGN - 5 Boats

- |   |                 |
|---|-----------------|
| 1 | Sam Humphrey    |
| 2 | Cynthia Creamer |

## CAT 22 NON SPINNAKER - 14 Boats

- |   |                 |
|---|-----------------|
| 1 | Jim Parker      |
| 2 | Gordon Hamilton |
| 3 | Calin Popescu   |
| 4 | Walter Allan    |
| 5 | Nelda Biggs     |

## CAT 22 SPINNAKER - 8 Boats

- |   |               |
|---|---------------|
| 1 | Steve Pervier |
| 2 | Bill Morack   |
| 3 | Gene Ferguson |

## BILL LEVENS TROPHY -

Hap Arnold - Holder 20



THANKS TO WALTER AND CHARLENE ALLAN AND GREG AND TERRY SCHERTZ FOR SERVING AS REGATTA CHAIRPERSONS. WE ALSO APPRECIATE THE FINE JOB ERIC AND ROBBIE NELSON DID AS TBC REGISTRATION CHAIRPERSONS. GAIL BERNSTEIN AND HER PERMANENT RACE COMMITTEE DID AN EXCELLENT JOB OF PROVIDING RACE MANAGEMENT...THANKS!

There are still a few TBC Regatta posters available for \$5.00 in the AYC Office.

# Beausoleil



For Governor's Cup, 1985, the Austin Yacht Club is proud to have obtained unique and exciting entertainment for Saturday night. We will welcome BEAUSOLEIL, Louisiana's hottest Cajun concert and dance band ever to come out of the swamps for a one-time-only evening of Cajun two-step, polka and waltz.

Their recent appearances have included performances at Carnegie Hall, Harvard University, Edinburg Festival (Scotland) and innumerable folk festivals and dances all over the country.

The 6-man band will be our guests for the weekend - if you speak Cajun, we have 6 available crew! Don't miss BEAUSOLEIL - highly recommended by Dave Gage...

# SPECIAL REPORT

THE FOLLOWING IS A COPY OF A LETTER FORMALLY PRESENTED AT THE MAY BOARD MEETING:

May 23, 1985

Austin Yacht Club  
Board of Directors

Dear Commodore and Board Members;

The Austin Yacht Club Sports Car Owners Association, a recently noticed group of AYC members, requests your official acknowledgement of its existence at AYC and further requests that you sanction and participate in the forthcoming AYCSOA Sports Car Rally which is scheduled to be held on Saturday, July 20, 1985.

The following is a description of a Rally: A motoring event typically for sports cars, which is a test of both the drivers' skill following directions, maintaining specified speeds and the navigators' skills in interpreting directions, recording information gathered along the route and effective communication with the driver. It does not require high speed driving skills, and at no time will you be expected, nor should you, drive in excess of the legal speed limits. (Obviously, our members who cannot follow directions will be using a handicap system in order to participate.)

The rally will be conducted by Wes and Bonnie Odell, whose credentials include experience in management of two rallies for the Austin Porsche Club, and a rally for our own C-15 fleet.

It will begin at 2:45 p.m. and will start from the Austin Yacht Club in the lower parking area by the point and terminate at an undisclosed (secret) location some time later in the evening. Upon completion of the course, competitors will allegedly (Wes promises) be in the vicinity of food and dancing.

Registration will include a \$2.00 fee to cover trophies and printing expenses. Participation may include guests of AYC members.

The date we have chosen is not in conflict with any previously scheduled Yacht Club event. We will not require the use of the club chase boats or committee boat (I hope) but we will need your approval of our use of the club parking lot for the start of the rally and we will, of course, require access to the bar and ice machine.

As previously described in an issue of the AYC Telltale, only officially sanctioned AYC sports car club members may participate in this event. HOWEVER, anyone who can convince me that they have modified their vehicle on ANY ONE POINT will be considered qualified to compete. I'm sure there's something sporty that can be done to modify a Blazer...

I am hopeful that this new social activity will bring out some of our members who don't normally attend our parties, or who just have nothing better to do that Saturday besides drive around and get lost.

I had no idea I was opening Pantera's Box when I first mentioned AYC sports cars in my writings. Please plan to attend and don't forget your Exxon Credit Card.

Respectfully,

Teri L. Nelms

US12535/871HCT

(For your information, the above number is my Sports Car Association I.D. number: the first half is my sail number, the second half is my sports car license plate number. (System compliments of Bob Tesch.)

Well, fellow car owners, the good news is WE ARE NOW OFFICIAL! As a result of my letter and my scathing speech presented the night of the meeting, THE AUSTIN YACHT CLUB SPORTS CAR OWNERS ASSOCIATION NOW REALLY EXISTS! Obviously we do, or the Board would not have told me we could hold our activity on the club grounds. Actually, what happened was that our Commodore snickered, smirked and ridiculed my entire presentation. He said we didn't have to have board approval for a gathering of club members, so I was out of order anyway. Well, I learned a long time ago to clear the channel even if you don't have your boat in it or you won't get through when the time comes. Victory finally came in a unanimous burst when, from the audience, Ed Halter commented that "it'll sure beat hell out of an Easter Egg hunt..." On that, the board voted approval whether I needed it or not. Thank you, Ed, we won't forget this.

Speaking of Ed, he has been awarded the Ingenious Driver Award of the month for his stunning performance and inventive thinking when confronted with an impending hail storm while in his Porsche at the Yacht Club. While other members merely wailed and bitched about insurance policies and cracked windshields they once knew, Ed snuck out of the clubhouse, went directly to the storage shed, threw the tractor and trailer out into the rain and parked his car inside. Nice move, Ed. It's members like you who are an asset to the club.

I know you will all be interested to know that in my attempts to police and maintain our private parking spots, I have recently been served, by hand, with a formal typed PROTEST AND APPEAL letter from Member No. J-29-186/122HEP. Yes, little Bobby Tesch (who needs all the "HEP" he can get) got hacked off when he had to drag his car off the tow truck. All I did was issue a ticket, well within my rights as founder of this organization, informing him that he was in a common car parking lot and subject to impoundment. Well, you just won't believe the contents of the letter. First of all, he referred to me as the Queen Bee Omnipotent of the AYCSCOA. Many things have I been called, but Queen has never been one of them. Due to the gravity of the charges outlined in his letter, I was compelled to inform him that no verbal response would be appropriate and that he would receive a written response after research of the charges.

Anyone wishing to read this correspondence may request copies from me, as the contents are not suitable for a family publication. They will also be posted on the bulletin board.

Among our most recent additions to our car fleet, we congratulate Walter and Charlene Allan on their purchase of a silver 1979 Mercedes 450 SL. Walter's proud-new-owner comment was "well, we just wanted something to drive in the rally, so..."

NOW THIS IS THE SERIOUS PART OF THE ARTICLE, SO GET YOUR HEADS OUT OF YOUR OVERHEAD CAMS AND LISTEN UP:

The car rally is a real event, also heartily approved by Jim Smith, AYC's Social Chairman for this year, and should have a large turn out. You can drive whatever you can find, just get to AYC by 2:45 on Saturday, July 20. PLEASE CALL BONNIE ODELL at 345-4591 or TERI NELMS at 266-1494 IF YOU INTEND TO PARTICIPATE.

THE DIRECTIONS HAND-OUT WILL BE GIVEN TO YOU AT THE BEGINNING OF THE RACE AND WE HAVE TO KNOW HOW MANY COPIES TO HAVE READY.

Also, we will be giving trophies so anticipating numbers is important. Wear clothing suitable for dancing and casual dining, or whatever you wear when you drive your car into the hill country.

Anyone with experience in driving rallies who might be interested in helping run it, please call Bonnie.

Hope to see you on the old dry-land starting line. Steve Vaughan, take note: Competitors who are either obnoxious or belligerent at the start will have a course alteration requiring their signature on F-mark before beginning the rest of the course. Who sez we're not fair?....

Members please make note of our club motto: "Raise your standard of leaving, join AYCSCOA!"

TN-US12535/871HCT



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