

JAN. 1987

Telltale

AUSTIN • YACHT • CLUB





AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

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Race Commander-----	Craig Holmes
Buildings and Grounds Commander-----	Walter Allan
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Centerboard Handicap-----	Teri Nelms
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Ensign-----	Dan O'Donnell
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Laser-----	Fred Schroth
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South Coast 21-----	Gregg Garrett
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Business Office 266-1336
Clubhouse 266-1897



January
1987

STATE OF THE CLUB SPEECH

by Next years Hat Passer, Past Commodore John Mandell

I would like to summarize a few of the key accomplishments of the Club during 1986, and give you a feel for the attitude with which your Board has taken actions.

Regarding the overall philosophy with which we have directed the Club, I believe Rod Malone spoke it most concisely when he said simply, "We want to make our playground a better place to play." With those thoughts in mind, we have completed improvements to our landscaping, remodeled 2 cabins and the clubhouse kitchen, placed a 7th dock in service, completed expansion of parking facilities, added a new race committee boat, and replanked and improved several docks. In the way of maintenance, we have made our septic system bulletproof, and have inspected and improved the anchoring of all the docks. Through the efforts of Russell and many others, we have completed all the requirements for certification by the LCRA under their new Marina Ordinance.

During 1986, activities at the club have continued to run at full speed, with virtually every weekend from the first of March to the end of November with some activity. Beginning with our first Opening day ceremony, AYC activities offer opportunities for a variety of interests from intense racing to social events to a car rallye! We have again this year been well represented in competitions outside the club with qualifiers to the finals for both Adams and Mallory cup championships for the second year in a row.

During 1986, we also committed a significant amount of money to a legal battle over our property rights on our north border. I am pleased to report that the current status is favorable, but I'm sorry to report it's not yet over. As Steve said last year, I came into office with a lawsuit, and I must leave with one. I sincerely hope that this will be the last year for such a statement.

I have truly enjoyed serving as your commodore during 1986. I am constantly amazed at the dedication, commitment, and breadth of talent in the club and the energy with which it is applied. I am proud to be associated with what I feel is one of the most dynamic, active Yacht Clubs in the U.S.

AMERICA'S CUP CHALLENGE

FROM THE EDITOR



Let me take this opportunity to extend my personal thanks to the 1986 Board of Directors for their guidance, leadership, friendliness, and above all the patience they had towards myself and the new staff. It was our sincere pleasure to work for you all in '86 and look forward to the same in '87.

SOME LATE REMINDERS.....

DAVE GAGE WOULD LIKE VOLUNTEERS DURING THE WINTER WEEKENDS TO HELP WITH TREE TRIMMING.

PAUL FOERSTER HAS SOME VERY ATTRACTIVE T-SHIRTS FOR SALE IN THE OFFICE TO HELP SUPPORT HIS OLYMPIC FLYING DUTCHMAN CAMPAIGN. THEY MAKE GREAT CHRISTMAS GIFTS. (HINT-HINT)

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FAST FORWARD UNDERWAY.....
reprinted from:

-- WINDWARD MARK MAGAZINE --
November 1986

Competing against a fleet of 18 current one-design National and/or North American Champions, Flying Dutchman National Champion, Paul Foerster, of Austin Texas, with crew Andrew Goldman of Greenwich, Connecticut and Dave Ullrich of Hingham, Massachusetts, prevailed to win the Yacht Racing Union's 1986 Championship of Champions. Foerster, a 1984, '85 and '86 ICYRU All American, posted finishing positions of 2-4-1-4-(8)-2 for a final low point of 12.75. Foerster attributed his success partly to sailing behind Interlake national champion, George Fisher on the first day and "copying what he did."

TELLTALE STAFF

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 PILLMORE
 BULLETIN BOARD-----CURTIS TARPLEY

 SPECIAL CONTRIBUTOR-----JIM TURPIN,
 AL "TRIPP" ALYN
 PHOTOGRAPHER-----BILL RECORDS

RED EYE REGATTA



THIS is it !!

HAP'S BLOODY MARY BRUNCH 10 am.
 AYC Clubhouse
 SKIPPER'S MEETING about 11:30 am.
 START TIME TBA

1-1-87



SOCIAL

THE CHAIRCHICK SPEAKS...FOR THE LAST TIME, YOU LUCKY SLOBS!!!

by Teri Nelms

While it appears that the majority of the social calendar for the year has been a success, I can assure you that the best is yet to come: the theatrical production and Cheap and Sneezy New Year's party are lurking around the proverbial corner.

While this year's major goal was to improve attendance at all social functions, I also felt it was important to allot time and effort to the various groups with special interests. The main example of "special interests" applies to the Road Rallye, which has proven without a doubt that some people will race anything, anytime, and to the New Year's Eve party which is of no interest to some and yet very important to a portion of the membership. The Scoot Your Boots party was especially for the dancing fools who regularly attend all regatta dances and needed one extra shot for the year.

Attendance at the Series Buffets improved this year with total participates of 897 as compared with the 1985 total of 697. Losses on the Buffets totaled \$436.48 for the year, with \$177.88 of that due to extra postage for flyers if it was not possible to include them with regular mail-outs. The Suppers that lost money were the ones which were catered. The membership was either not charged enough to cover the expenses or the catering service would not allow enough leeway on head count. The exceptional Buffet which lost money which was not catered was put on by Sam Humphrey and the Hippie Bastards. They put on an absolutely delicious shrimp supper but failed to inform the shrimp how much how much they could cost. It was worth it. For future buffets, it's obvious to recommend careful monitoring of "extra" costs, such as postage, and to avoid catering unless some allowance is made for the head count by the caterer. I feel that the buffets are an essential part of our social calendar and should continue with the full support of the club.

We definately had some give-away functions this year, but so what? We all enjoyed them. How the Road Rallye managed to show a profit of \$3.94 is beyond me. It must have been a typo. The Luau losses were due mostly to food expenses and a slightly smaller turnout than expected (since it tried to storm the entire day). However, the leftovers from the Luau will be served at the New Year's Party so those lossess will be covered. The Opening Day Ceremony and the Blue Gavel Ceremony were "give-aways" to the membership as well as the snacks served at the Scoot Your Boots party. Once again, some of that expense will be absorbed by the New Year's eve Party where we will be serving the booze left over from the Blue Gavel Affair. The Annual Banquet also served booze left over from the 1985 Banquet. You can't say these committees aren't practical with their planning.

I have determined that the biggest problem that any of the social functions have is the inability of the membership to follow directions and "RSVP" in a timely fashion. Apparently, it is considered "poor form" to sign up prior to ten minutes before reservations close for any event. I have no solution to offer for this problem other than to suggest mandatory Fireball crew spots for those failing to respond - it's always worked for me.

I owe a special thank-you to all the people in this club who were foolish enough to respond when I promised them love, money, fame, and in some cases, dancing girls, if they would "volunteer" to help out on these events. I am always overwhelmed by the multitude of talents found in this club and the enthusiasm shared by all when we put on a successful event.

Thanks are in order for Carol tesch who provided the munchies for the annual board meeting. I managed to miss it and sent Child of Chairchick to speak in my behalf. Everyone said she did better than I and that she should come more often. Thanks alot.

Bonnie Tobin did an outstanding job of the Annual Banquet and twitched throughout the entire affaire. The food, the decorations, the band, the used booze and the awards ceremony was done to perfection. 1987 Chairchick take notice of these poeple, you can use them again next year.

And speaking of the next year's social chairperson, Carol Tesch was promised by me personally that the true way to fame and fortune is through this position, so she grabbed at the chance and intends to do the job next year. However, she can't have my title of "Chairchick", that's mine and I intend to keep it.

In closing, I encourage all of you to attend the New Year's Eve Party so that you can see with your own eyes what a bunch of silly idiots we have in this club. You'll love it. Trust me.

I have enjoyed serving as your social Chairchick this past year-thank you for the good time.

THANK YOU

TERI

ed.

NEW SOCIAL CHAIR

by Carol Tesch

Somebody get the net! I have GOT to be NUTS to take this job! How am I ever going to fill the shoes of our outgoing Chairchick. She has done a GREAT JOB. I will have to find out what threats, promises, etc., she used to get such great cooperation from the members who took on those humongous projects.

I have no idea why Trenton thought I should do this job. My idea of a good time is to stay home and watch TV with my cute husband. You all might get tired of watching TV at Bob and Carol's house after the second or third time. Of course, if we get tired of watching Dynasty re-runs, we could always turn on the VCR and watch "Racing Rules I & II."

As you know, our heavy racing schedule keeps us pretty busy and doesn't leave a lot of time to be social butterflies. However, all racing and no FUN makes us all very dull sailors. Sooooo, I have a few ideas, and I am VERY open to your ideas and suggestions about what YOU want to do. For instance, there are a few questions I would like you to answer:

1. Do you want to do a road rallye this year? Since Bonnie has been so rude as to be getting married, and we'll probably have to find another Rallye chairman, I want to know if you really want to do this. This has been a fun event in the past, but it takes a GREAT DEAL of work to pull one off. I have a couple of ideas of who might do this (are you listening Ira & Mike?) if you like it and want to do it again.

2. How about an on-the-water social event such as a dinner cruise, or a treasure hunt, or do you have a better idea?

3. Would you be interested in some kind of "Blue Santa" event after the Annual Banquet that would benefit Austin's needy children as well as be fun for us?

PLEASE, let me know what you want to do. I'm too insecure to give a party and have nobody show up, so I'm counting on you to keep my mental health in mind this year!

It would probably be a good idea for you to go ahead and call and volunteer for a job on the social committee. I'm sorry that Teri promised you dancing girls and never came through. That really hurts my credibility when I promise dancing girls. Maybe I'll try threats. How about...If you don't volunteer, you'll probably be assigned to the clean-up committee for the New Year's Eve Party next year--or even worse. And don't even THINK about not being home when I call to ask for your help! I plan to post ON ALL BULLETIN BOARDS AND RESTROOM MIRRORS a list of those who pretend to be out of town or busy when I call. Actually, Teri has really bragged on everyone and said how wonderful you were when she called, so I'm looking forward to another great social year at AYC.

Thanks for your support!

*By the way, just who the hell does Teri think she is that only SHE can have the title CHAIRCHICK? DO YOU THINK THAT'S FAIR? Doesn't she know that the title goes with the job? If she thinks she can retire AND take the title with her, well, she just has another think coming!!! (I just love that phrase) The ONLY way she can retire her title is to think up a better one (and, no, Chairbitch is NOT ACCEPTABLE!)

KEEL NEWS

ATTENTION ALL KEELBOAT SAILORS!!!!!!!!!!!!!! READY FOR SOME WINTER FUN?????????????

THIS LETTER IS ADDRESSED TO ALL THOSE INTERESTED IN RACING KEEL BOATS ON LAKE TRAVIS. THERE HAVE BEEN SOME CHANGES RECENTLY THAT AFFECT YOU AND YOU NEED TO KNOW ABOUT THEM AND MAKE PLANS FOR THE EXCITING EVENTS COMING IN THE NEXT TWO MONTHS.

AT ITS MOST RECENT ANNUAL MEETING THE PHRF FLEET OF LAKE TRAVIS AGREED TO MOVE ITS HANDICAPPING COMMITTEE UNDER THE AUSPICES OF THE KEEL HANDICAP FLEET OF THE AUSTIN YACHT CLUB. THE KEEL HANDICAP FLEET IS NOW PREPARING TO TAKE OVER NOT ONLY THE HANDICAPPING, BUT THE SPONSORSHIP OF RACES AND EVENTS THAT WERE PREVIOUSLY SPONSORED BY PHRF OF LAKE TRAVIS. WE NEED YOUR PARTICIPATION IN RACES AND IN THE UPCOMING KEEL HANDICAP FLEET MEETING. THIS INCLUDES ALL KEELBOAT SAILORS INTERESTED IN RACING HANDICAP, EVEN IF YOU ARE ALSO A MEMBER OF A ONE DESIGN FLEET. (WE'LL GLADLY TAKE YOUR MONEY, BUT WE PROMISE A GOOD TIME IN RETURN.)

REDEYE REGATTA WARMUP

THE REDEYE WARMUP RACE WILL BE HELD SATURDAY DEC. 20, 1986 AT 1:30PM, WITH A SKIPPER'S MEETING AT 12:30. THIS IS THE SATURDAY BEFORE CHRISTMAS AND YOU CERTAINLY DON'T WANT TO BE OUT FIGHTING CROWDS IN MALLS DO YOU? GET YOUR REDEYE CREW, OR ANYONE ELSE YOU CAN DRAG ALONG AND BE THERE. THIS WILL BE A SINGLE RACE EVENT WITH BEER TO FOLLOW AT AYC.

REDEYE REGATTA

THIS IS IT!!! THE REALLY BIG EVENT OF THE WINTER RACING SEASON ON LAKE TRAVIS. HELD AS ALWAYS IN THE MIDST OF THE FOOTBALL GAMES ON JAN. 1ST. GET OUT OF THE HOUSE AND WORK THAT HANGOVER OFF. LYING IN BED IS NO GOOD FOR ANYONE.

AS USUAL WE'LL START WITH A BLOODY MARY BRUNCH AT 10AM IN THE AYC CLUBHOUSE. HAP MCCOLLUM AND THE HAPLESS WILL BE DISHING UP THE HASH AND WHATEVER IS LEFT FROM THE NIGHT BEFORE. THE SKIPPER'S MEETING WILL FOLLOW THE BRUNCH AT ABOUT 11:30 AND THE EXACT TIME OF THE START WILL BE ANNOUNCED THEN. MAKE YOUR PLANS NOW AND WE'LL GET THE DETAILS OUT SOON. IF YOU NEED MORE INFORMATION IN THE MEANTIME, CALL JOHN BARTLETT, BARRY BOWDEN OR DAVID BERNSTEIN.

FROSTBITE SERIES

ONCE AGAIN A FROSTBITE SERIES IS PLANNED FOR THOSE OF US WHO CAN NEVER GET ENOUGH. CALL ALL YOUR CENTERBORED FRIENDS AND GET THEM LINED UP TO CREW NOW! PERHAPS THEY'LL LIKE IT SO MUCH THEY'LL DONATE THE CENTERBORED TO THE COAST GUARD AUXILIARY AND STAY WITH YOU THROUGH THE REST OF THE YEAR. ONCE THEY SEE HOW MUCH BEER YOU CAN CARRY...

THE RACES WILL BE HELD ON JAN. 18, FEB. 1, 8, AND 15. ALL RACES WILL HAVE A FIRST WARNING AT 1:30PM. WE WANT TO SEE SOME OF YOU J-22'S, MERITS, SOUTH COASTS, J-24'S, C-22'S, ENSIGN'S ETC. OUT THERE. WE KNOW YOU LIKE TO SAIL ONE-DESIGN, BUT OCCASIONALLY YOU NEED SOME DIFFERENT COMPETITION.

KEEL HANDICAP FLEET MEETING

THE DETAILS ARE NOT COMPLETE, BUT THE ANNUAL MEETING OF THE KEEL HANDICAP FLEET IS PLANNED FOR JAN. 17TH, 1PM AT AYC. PLEASE MARK THAT DATE ON YOUR CALENDAR AND PLAN TO ATTEND. THIS IS THE CHANCE FOR ALL OF YOU WHO'VE BEEN MOANING ABOUT YOUR HANDICAP TO MAKE AN INPUT ON HOW YOU WOULD LIKE TO SEE THE HANDICAP COMMITTEE ORGANIZED. NO ONE PROMISES TO CHANGE ANYTHING, BUT AT LEAST A FEW PEOPLE HAVE SAID THEY'LL LISTEN. NOT ONLY THAT, WE'LL ACTUALLY INTRODUCE THIS ILLUSTRIOUS COMMITTEE TO THOSE WHO ATTEND THE MEETING.

I HOPE YOU CAN SEE FROM THE ABOVE THAT THERE IS A LOT PLANNED FOR KEEL BOAT SAILORS THIS WINTER. SORRY SOME OF THE DETAILS ARE A LITTLE SKETCHY, BUT THAT'S SYMPTOMATIC OF AN ORGANIZATION IN CHANGE. IF YOU HAVE QUESTIONS, CONTACT ANY OF THOSE MENTIONED ABOVE OR STEVE VAUGHAN, BOB TESCH OR RUSSELL PAINTON. SEE YOU ON THE LAKE!

J
WORLD

*is coming to Austin
in the Summer 1987!!*

US PERFORMANCE HANDICAP RACING FLEET
OF LAKE TRAVIS
TIME ALLOWANCES-SECONDS PER NAUTICAL MILE

EFFECTIVE
10/1/86

J 35	75	LANCER 30 TM	186	LANCER 29	222
HOBIE 33	90	BRISTOL 29.9	192	ODAY 25 TMFK	222
ROSS 930	90	CAL 27	192	RANGER 23 TM	222
CAPRI 30	102	COLUMBIA SABRE	192	RANGER 22	222
OLSON 30	102	HARMONY 22	192	SANTANA 20	222
J 29 FR	108	LANCER 30	192	HUNTER 25	225
J 27	114	PEARSON 28	192	ERICSON 23-2	225
LANCER 36 FR	114	SAN JUAN 7.7DK	192	SAN JUAN 23 TMFK	225
SANTANA 35	114	SANTANA 525	192	BALBOA 24 FR	228
ROSS 830	120	CREEKMOORE 22	195	C&C 24	228
EXPRESS 27	132	COLUMBIA 9.6	198	CAPE DORY 27	228
TARTAN 37-2	132	HUNTER 25.5	198	CATALINA 25	228
J 30	138	RANGER 26	198	COLUMBIA 26-2	228
MARTIN 242	141	SAN JUAN 7.7	198	CORONADO 27	228
IRWIN 38	144	STARWIND 27	198	CORONADO 25	228
SOLING	156	THUNDERBIRD	198	SPIRIT 23 KT	228
S2 7.9 MH	159	KIWI 22	201	ODAY 23	231
OLSON 25	159	SPIRIT 28	201	AVALON 25	234
S2 7.9 FR	162	CAL 2-27	204	IRWIN 25	234
BENETEAU 30E	162	CATALINA 27	204	ODAY 25	234
CAL 9.2	162	COLUMBIA 8.7	204	SAN JUAN 23 SK	234
MERIT 25	162	HUNTER 27	204	SPIRIT 23 K	234
WAVELENGTH 24	162	ISLANDER 28	204	COLUMBIA 8.3	240
BUCCANNEER 295	168	ODAY 27 IB	204	PEARSON 22	240
CAL 31	168	S2 6.7	204	TRITON 7/8	243
CAPRI 25	168	S2 6.9	204	ENSIGN	246
J 24	168	C&C 26	210	PEARSON 22 FR	246
HUNTER 31	168	COLUMBIA 7.6	210	SANTANA 22	246
LINDENBERG 26	168	KIWI 24	210	SPIRIT 23	246
SANTANA 23	168	PEARSON 26	210	CAPE DORY 22	252
HUNTER 33	168	PEARSON 26 OD	210	CAPE DORY 25	252
BAHAMA 30	171	MERIT 22	213	IRWIN 23	252
FUN 23	174	BALBOA 26	216	NA 23-1	252
J 22	174	BUCCANNEER 250	216	SAN JUAN 21	252
KIRBY 23	174	CAL 25-2	216	SOUTH COAST 21	252
PEARSON 303	174	ERICSON 25+	216	LANCER 28	258
SAN JUAN 28	174	SAN JUAN 24	216	LANCER 25-1	264
S2 8.5	174	SIDLEMAN 25	216	CATALINA 22	270
SONAR 23	174	MUSTANG 22	216	COMPAC 23	270
CATALINA 30 TM	177	WESTSAIL 32	216	CAL 21	276
RANGER 28-2	177	CAL 25	219	HELSON 22	276
CAL 29	180	ERICSON 27 TM	219	SOUTH COAST 23	276
HUNTER 28.5	180	HUNTER 23 WK	219	CAL 20	282
ISLANDER 30-2	180	PT 1/4	219	STARWIND 19	288
RANGER 28-1	180	BALBOA 24	222	AURORA 21	291
SPIRIT 28-C	180	G-22	222	VICTORY 21	291
CAPRI 22	186	CATALINA 25 TM	222	AMERICAN 2+2	321
HOLDER 20	186	FREEDOM 21	222	COMPAC 16	357

The numbers listed above are for boats with inboard engines and assume a folding prop. A 6 second allowance is made for a fixed prop. It is the responsibility of the skipper to notify the race committee.



USYRU is
the organization
for today's
sailors—

ASK THE JUDGE

by: Albert "Tripp" Alyn, Senior Judge

This is a new column for the TELLTALE and from a new member as well. I'm proud to be a member of Austin Yacht Club and congratulate the officers and members on their fine reputation as a racing yacht club.

In future issues I will answer your inquiries sent to me @ the AYC office. When there are no questions (like this month) the column will address general issues.

If you're going to race you probably should know the rules by which the game is played, right? To do that you need a racing rules book. Many fine sailors (Dave Perry, Paul Elvstrom) have published books which contain the rules; however, you should do yourself (and the sport of sailing) a favor and join USYRU. You get a rules book and the monthly AMERICAN SAILOR magazine when you join along with discounts on boat insurance, travel, car rental, and good boat financing to boot! Now you've got the tiller in your hand and your new rulebook in the other hand....STOP! You'll have a lot more fun (and so will your fellow racers) if you learn the rules before attempting to race. This is frequently best done by crewing for an experienced racer so that you can visualize how the rules bring order out of chaos on the race course. As you continue to learn to skillfully apply the rules you will get to the point where you can use them to your advantage (both offensively and defensively). Some sailors are more offensive than others (Sorry Fred) Sailing is a self-policing sport and most sailors abide by the rules. Sometimes an errant skipper will attempt to squeeze in at a mark, barge at the starting line or cross a starboard tack. But sailors are a considerable bunch and his or her fellow sailors will gently remind our errant sailor with comments such as "PROTEST! DO YOUR 720 TURNS, *&!X@#!, LEARN THE RULES YOU?!" After all racing is supposed to be fun (A great way to maintain family domestic tranquility, impress friends, break in a new boat, etc). As you go through the rule book you will notice that it is divided in seven main parts:

Part I--Fundamentals. Read this before you do anything else especially the definitions

Part II--Race Management. Yes, even the Race Committee has to follow the rules.

Part III--General. Read once, unless you want to advertise.

Part IV--Right of Way. This Is It! pp.34-41 will get the most use out on the race course--Learn them.

Part V---Other Rules. Important to learn but once you know them you'll seldom refer to this part

Part VI--Protest, Penalties, & Appeals. Before you race know rule 68.

Appendices--Special situations. Very interesting, but you'll rarely need any appendix except for 3, 5A (and the one near your pancreas, of course)

For those of you who haven't already figured out that the racing rules are a great cure for insomnia I will say goodnight...until the next issue. Good Sailing!

JUNIOR PROGRAM

To be or not to be...

by Fred Schroth

THIS IS IT! I have watched the prams rot long enough! Whenever I go to sail in the Dallas area, the Longhorn Yacht Racing Assn. people lecture me about AYC and its total lack of any visable junior sailing program.

I cannot do it all myself and in fact, I may not be financially able to participate a lot, but because the kids are getting older every day, somebody has to do it.

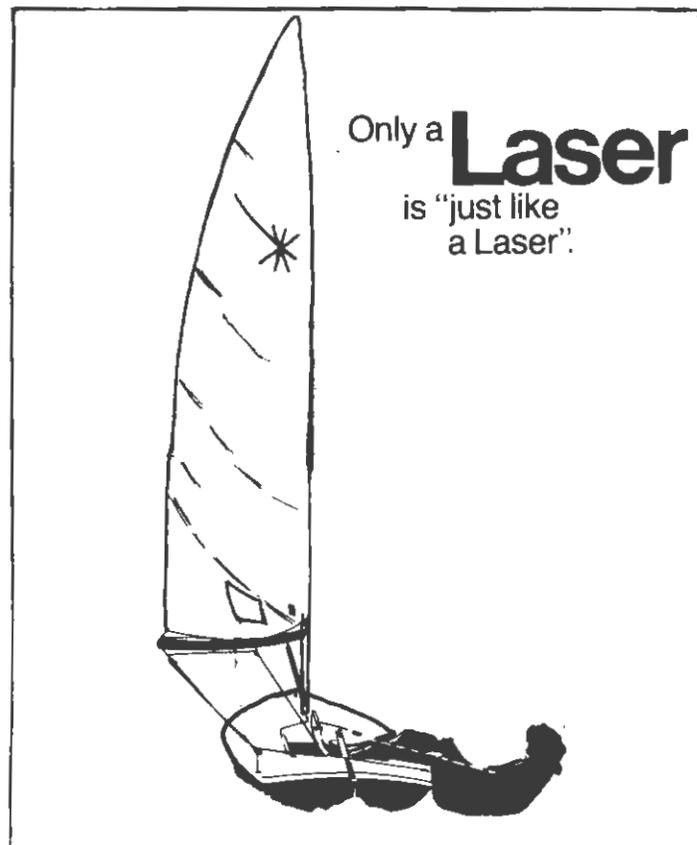
My proposal is a swimming and sailing program.

We need people to run it and 10 six-year-old kids. We can procure more boats and enlarge the program next year if it works this year.

In the morning, the ten kids will take swimming lessons at some Austin Parks pool. After the swimming lessons, we will transport the kids to AYC for sailing in the prams. Somehow, we will get the kids back home. The program will be scheduled to last as long as the swimming lessons take to run through one Red Cross level. We can then have a little banquet and give everybody some kind of award.

If you have a kid who will be finishing first grade in 1987, this is a note to you. Because of your hobby, it is essential that your kid can swim and sail just to be safe.

If you just wish to help a little or a lot, please contact me. If there is any interest at all, we will hold an organizational meeting in January.



LTC A

by Tim Erwin, Rear Commodore, L.T.C.A.

The Seventeenth Annual Lake Travis Cruising Assn. Overnight Navigational Race was held Saturday October 11, and "it was hell!" (A major challenge for die-hard sailors).

We had 19 brave skippers register for the race. We watched the weather cautiously during the day on Saturday because weather radar was showing a major front moving our way. By 4:00, at the skipper's meeting, the sun was out so we decided to go ahead with the race and advised everyone there of the approaching front. We had no idea from the weather report just how much of a NORTHER was on the way. We started realizing what was to come around 10:00pm when the weather station updated their report and began predicting gusts around 60mph in front of the storm. From the start, the winds were very light until the front hit. I don't think it got up to 60mph, but it was WILD, WET AND WINDY when the storm hit around 11:00pm.

Thanks to Tom Pollock's Lancer 44, our race committee boat, the race committee (Pete & Judy Reinhart and Tom & Susan Pollock) was able to motor up the lake and warn all of the boats racing of the approaching storm. Several boats made the decision to drop out (wise decision!)

As usual, we had member's boats strategically positioned up the lake for safety and communication purposes. Our appreciation goes to:

Race Committee Boat- Lancer 44	Pete & Judy Reinhart
	Tom & Susan Pollock
Arkansas Bend-Cal 9.2 (Miriah)	Frank Riha
Anderson Bend-Colombia 8.7 (Tanstaaf1)	Terry (it was hell!) Meyers
	Alex Meyers
	John Schlotzhauer
	Tim Erwin
Thurman Bend-Spirit 23 (Tootsie Bell)	Joe & Diana Kipfer
Lago Vista-Cal 31 (Lotts of Class)	Ray Lott
	Shirley Slaughter
	Dave & Judy Gage

We had only one casualty that we know of. Dick VanHooser's Cal 25, Bindlestiff, had an unfortunate altercation with a log. Luckily a bent rudder was the only result. With the help of a powerboat anchored with Tootsie Bell at Thurman Bend, the Van Hoosers got back safely. IT WAS HELL!!

The following Wednesday Evening, we had our trophy presentation at the Waterloo on 38th St. The beer was flowing and everyone had a great time (it was hell, too!) As a matter of fact, we have a new motto for the 17th Annual Overnight Race, yes you guessed it, IT WAS HELL! OVERNIGHT '86!

AND THE SURVIVOR/WINNERS ARE:

SPINNAKER CLASS

1st Steve Vaughan Olson 30
2nd Jim Draheim Hobie 33
3rd Rick Vanderweel Pearson 28

NON-SPINNAKER "A"

1st Jim Swanzy J-24
2nd John Saunders J-22

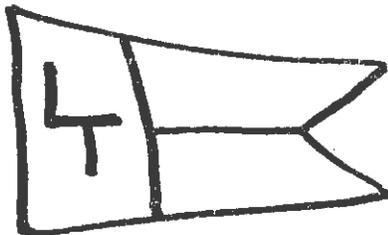
NON-SPINNAKER B

1st Bruce Nurthup Buccaneer 27

Steve Vaughan and Jim Swanzy also were awarded the LTCA perpetual trophies for their respective classes. Both had the best overall times for their classes.

I want to personally thank all of those folks who participated, both race committee and racers. IT WAS HELL!!

By the way, the LTCA Annual Meeting will be January 9 at the Zilker Club House, Please come and join us!!



***** MEMBERSHIP APPLICATION *****

Please fill out accurately. Annual dues are 25.00. Mail to: L.T.C.A.
PO Box 85, Austin, 78767

Name _____ Spouse _____

Address _____ ZIP _____ Phones-work: _____

home: _____

Children-names & ages _____

Yacht Type & Length _____

Yacht Name & Sail # _____

Marina _____

FALL RACING

by Jim Turpin

Despite the intense competition for the existing positions, I was finally selected to work on the Race Committee for the Fall Regatta. I can only say that the long hours of work and study for Rescue Boat did in the ultimate analysis assure that I would be one of the chosen. Although none of us who competed in the Race Committee fleet won trophies, I must say that there were some serious contenders in our fleet.

Using the key word "serious," I would like to say that I had a lot of fun watching the efforts of the 101 boats who did compete. In the mostly light air that prevailed on both days, the AYC sailors moved their boats very well, and it is really exciting to be on station when the spinnaker fleets round the mark and hoist the chutes. Speaking of spinnakers, most of the foredeck crews were our lady sailors and they are terrific. My best tactic with this beautiful sail was to wrap it around the forestay at least once during each race.

If you have not had the opportunity to watch the fleets sail by recently, you have missed the growing number of computer designed Mylar and Kevlar sails. The intricate patterns designed to distribute stress are really interesting. For the first time I saw a tape-driven sail, which I have seen in the sailing magazines. The number of ultra light weight displacement boats and CAD-CAM sails show the serious commitment of AYC sailors to the rapidly advancing technical side of the sport of sailing. It happens to be a real commitment in dollars, since the high tech equipment is not cheap. The proliferating numbers of J-Boats, Rosses, Olsens, and other advanced designs speaks highly of the AYC's desire to advance with the sport.

Many of the boats in the AYC are not the advanced design, hot racing hulls that I just described. As a matter of pure numbers, the predominance of boats competing in the Fall Regatta were older boats outfitted with traditional dacron sails. Some of these boats were at least as slow as "My Fair Lady." As much as I love my beautiful sailboat, she is not a fast, performance boat. The Race Committee, under the stern command of Capt. Vern "Bligh" Harris, waited patiently (for the most part) for the slower boats, and the sailors with not-so-much racing experience to finish.

I would hope that the AYC will work to maintain this attitude of understanding toward the members who cannot make the substantial investment in boats and sails, or who lack the talent and ability to be a cup contender. I am the proud owner of a Class C Third Place in the California Cup of 1984. Trenton Wann came by in the Rescue Boat and urged Pat & I to finish in very high winds. We finally managed to reef our sails, passed a Holder 20 that was sailing backwards, crossed the finish line, hit the Race Committee boat, and took a third. Since only three boats managed to finish in the race, our club manager, Kristi, found a leftover trophy from another race, and Pat and I are now the proud owners of this magnificent trophy.

We should all be proud of our serious sailors who are always at the head of the fleets, showing their stern to the next boat. We should be equally proud of the rest of our sailors who love the sport, who support the efforts of the AYC, and who make sailing what it is. ATTABOY ZULU!!!!!!

FALL REGATTA RESULTS

There were 100 boats entered this year in the Lakeway Fall Classic Regatta held at the Austin Yacht Club. The boats were divided into 12 classes with 5 of the classes racing one-design racing and the other 7 classes raced using their perspective handicap class. Steve Vaughan took top honors among the Keel boats racing to the Lakeway area and Peter Merrifield won the Centerboard class for the race to the Lakeway area on Saturday, October 18th. Gerri Ewing was the overall winner for the Lakeway Trophy winning his class, which was composed of the largest fleet with 13 boats.

Listed below are the results for all 12 classes and those skippers who were awarded trophies at the Austin Yacht Club on October 19th 1986.

KEEL BOAT CLASSES-----

PHRF A Spinnaker (10 Boats)

1. Jack Kern--Ross 930
2. Steve Vaughan--Olson 30
3. Russell Painton--J-29
4. John Bartlett--J-29

PHRF B Spinnaker (6 Boats)

1. Bob Thompson--Ross 650
2. Tom Lott--Lindenberg 26

PHRF C Spinnaker (13 Boats)

1. Gerri Ewing--S2-6.9
2. Tom Pollock--Pearson 28
3. John Erickson--SJ-7.7
4. Paul Frels--SJ 24
5. Dave Wahlberg--Kiwi 24

PHRF D Spinnaker (10 Boats)

1. Tom Kozlowski--Ensign
2. Peter Edgar--Ranger 22
3. Bob Pillmore--Ranger 22
4. Harold Neel--Ensign

PHRF A,B,C Non-Spinnaker (9 Boats)

1. Dave Henderson--Santana 23 (3 bullets)
2. Dick Van Hooser--Cal 25
3. Ken Fossler--SJ 24
4. Doyle Johnson--SJ 24

PHRF D Non-Spinnaker (9 Boats)

1. Ken Miller--Catalina 25
2. Arthur Shearer--Catalina 25
3. James Nutter--Catalina 25
4. Mike Alewine--Magregor 25

CENTERBOARD

CLASS-----

1. Tom Gunderson--M 20
2. John Hanten--E Scow

ONE-DESIGN CLASSES-----

J-24 (11 Boats)

1. Mike Haggerty 3 bullets
2. Pat Halter
3. Fred Schroth
4. Scott Meyers

J-22 (6 Boats)

1. Mark Rylander 3 bullets
2. John Mack

Merit-25 (6 Boats)

1. Carl Morris
2. Anne Smith

Catalina 22 (8 Boats)

1. Steve Pervier
2. Bill Word
3. William Morack
4. Walter Allan

South Coast 21 (7 Boats)

1. Jimmie Fontenot
2. Duane Dobson
3. Ray Schull

series Race Results

WINTER SERIES:

SOUTH COAST 21

1. Greg Garrett
2. Linda McDavitt
3. Danny Lien

ENSIGN

1. Julian Zimmerman
2. Tommy Kozlowski
3. Dan O'Donnell

MERIT 25

1. Steve Bangs

J-24

1. Ron Harden
2. Jack Kern
3. Jane Ashby
4. Glen Byus
5. Gary Grudnitski

J-22

1. Craig Holmes
2. Doug Woodward
3. Bill Mitchell

CORONADO 15

1. Noel Reed

CATALINA 22

1. Bill Word
2. Bill Morack
3. Walter Allan

PHRF A

1. Steve Vaughan - Olson 30
2. Russell Painton - J-36
3. Bob Tesch - J-29

PHRF B

1. James Henrickson - Holder 20
2. Barry Bowden - J-30
3. Warren Crews - Capri 25

PHRF C

1. John Vance - Pearson 26
2. Bill Records - Pearson 26
3. Terry Meyers - Columbia 8.7
4. Ray Shull - SJ 7.7
5. Walter Dwyer - Pearson 26

PHRF D

1. David Boerner - Spirit 23
2. Bob Pillmore - Ranger 22
3. John Illison - Ranger 23

CHAMPIONS

FROM THE FLEETS

South Coast 21

UNDER COTTONWOOD - SOUTH COAST 21

by Danny Lien



The following rundown is for the benefit of you South Coast "sailors" who did not race the series and especially to those who daysailed on Sundays without coming out to race. WE SAW YOU!!

RACE ONE. Blame it on the weather, (winter takes all when Texas norther dies), or blame it on the Race Committee, which isn't really appropriate. Either way, there was no race. The fleet proved that had the committee shortened the intermediate D-K-I triangle, we would have finished 20 minutes within the time limit, just at sunset, but alas, as expected, Duane got no horn. 1-2-3-GO! DNF'd two boat lengths behind, just ahead of Vic, Pat and Vern in the Grey. Duane saved the night with his gin and tonic by headlights. We booed the Race Committee as they docked. We South Coast sailors may be dumb, but we're ugly, and we know how to be popular at the club.

RACE TWO. Two additional boats were on the line. Bob and Allen raced well in #146 in the shifty and gusty easterly, and Bud sailed through the top half of the fleet to what would have been a glorious win, with 100 pound Barbara as crew. It was a day when three crew was better than two. Unfortunately, the 1st, 2nd and 4th boats rounded the "wrong" leeward mark. This time with the strong winds and the short race, we had plenty of time at the gin and tonic table. First we booed each other before the Committee docked, then we booed them.

Five hours later, we let the Protest Committee go home, left to settle our differences among ourselves. We South Coast sailors may be ugly, but we're dumb and we know how to be popular at the club.

RACE THREE. Race three was short on windward-leeward legs again and long on close reaches. From my vantage point, it was SNAFU and VIATOR most of the race, Grey, WALK-ON-WATER were behind in 4th and 5th. The last full windward leg the leaders went left, we played the middle to watch. We looked too long, as the followers went right. We panicked and Duane bailed out. Greg hung on to the very left waiting for his header. It came and the final match race, after he met Linda McDavitt at the mark, was worth the watch. Vern and the Mannings came in third.

RACE FOUR. Shull is back, nails the start, hits two lifts, finds a personal puff and is thereupon untouchable. The rest of us packed up at the marks, switched places, and spread out on the legs. How many boats did that J-36 stern swing across, as he gave room to the inside boat we couldn't see? McDavitt, Greg, and Bob Freeman, riding his private lift, finished 2, 3, 4.

RACE FIVE. The weather service said 15 to 25, northwest, 50 percent rain. I think it was in excess of 50 percent rain. Can you believe old salt Fontenot. As he and Bob Johnson looked shoreward for their expected third, he said, "Looks like lapper weather." As the sun disappeared and the whitecaps came, he said, "Maybe we should go without 'chutes!"

Then, "Maybe we shouldn't go at all!" This from Jimmy who, when at the helm, will drive his boat wavetop to wavetop while his crew grits and tries to hold those skinny spinnaker sheets. It blew, the rain flattened the waves, and now it seems like it must have been fun. Yes, Greg broached (his crew wants the coamings back on). Yes, we dragged David across the top of the water while in first place just before we broached above the leeward mark. Yes, Linda went through two poles. It was a good close race for all until the end, and it was the winter series finale.

As the rest of the club stuck their assends into the fireplace, Gin and Tonic was served below by Bob Freeman. There was no shortage of ice. A comment was heard upstairs, "Where are the South Coast sailors? They were out today." Someone else was heard "They are outside drinking their gin. Not only are they dumb and ugly, they're too damn stupid to come in out of the rain..." And that's OK with me. We race one-design, and trophies or not, we know how we sailed.

Ensign

by Harold Neel

The Ensign Fleet finished up the season with two outstanding series. With beautiful weather and high participation, the competitive spirit was high. The Fall Series got off to a good start with 8 boats on the line. Dan O'Donnell (872) pushed hard to take third with Sam Humphrey (529) using Soling sailors as crew, barely edging Dan to grab second by 1/2 point. Harold Neel (578), with a little help from his friends including Dean and Kay Snider from HYC and John Bartlett with go-fast sails, won their first series with 6 bullets!

The Fall regatta came with light to moderate breezes including here to zero windshifts and fleets spread out over the whole lake. With Sam Humphrey and crew opting for a ride on a BIG Pearson, Larry Ratliff's Triton 579, and other Ensign sailors choosing TV, lawn mowing, bowling, etc., the Ensigns once again didn't make a fleet. The Ensigns did capture some D-fleet silver, however, with Tommy K. (929) hailing down a first and Harold N. (578) bringing home the smaller secret compartment trophy for a fourth.

The winter Series brought some new excitement with Hap Arnold's return from the Holder fleet and Mark Finley's debut in #1473, previously owned by the Weilers. Dick Clark (716) looked awesomely stylish with his glossy black on black hull sporting a red waterline fashionably matching his black and red chute. Cynthia Creamer (1486) scored some crew and a new bottom, (that's BOAT BOTTOM folks!), and although she missed 4 of 9 races, she was hot on the race course to place 4th in the series. Dan and Tommy were tied for second going into the last race and after close part-starboard crossings and heated tacking duels, Kozmo would up second with DX in third and Ensign 578 sailed consistently to finish in the top spot.

Spirits are high in the fleet and these last two series saw some hot sailing from everyone on the water. With great sailing and excellent post race socializing, the Ensign fleet is attracting both new sailors and sailors from other fleets. More boats means more fun and hotter racing and rumor has it that the Ensign fleet is going to be big, fast and fun in the spring.

Ensign racing doesn't only happen on Lake Travis, and it looks like Fleet 30 might be stepping out to join the fun in other waters. Three boats are already considering the HYC Midwinter Regatta and hopefully more will join us. Fleet 2 is renown for their hospitality and excellent racing, so anyone who attends is sure to enjoy good sailing and good times. Call Harold for information on lodging, trailers and regatta info.

The annual fleet meeting was hosted by Dan O'Donnell and his gracious wife, Sharon, and included a surprise appearance from Dean and Kay Snider from HYC. New officers were elected, with David Stark becoming Fleet Captain, Harold Neel, Secretary, and Larry Ratliff, Measurer. Watch for new rule changes. Example: To support equal opportunity sailing, each crew must contain at least two of the following: A hippie, a female, a gorilla, or a bald person (bald person and female cannot be same person).

On the national scene the Ensign fleet is one of 10 one-design fleets in the nation whose membership has risen instead of declining over the recent past. Part of the reason for this is the strength of the Ensign Class Association. By joining the Assn., you not only receive the national newsletter and Ensign yearbook, but you also invest in the future value of your boat by keeping the fleet strong. (You will also receive information on how to order your much sought-after neckties.) Please call Harold or mail your check made out to Ensign Class Assn. for \$25 to Harold Neel, 1612 W 11th, Austin, Tx, 78703. I will include your check in the Fleet envelope sent to the national secretary.

This season seemed to start a little slow and then finish up with a bang. Next year, however, judging by the flurry of work being done and work scheduled on many of the Fleet 30 Ensigns and the enthusiasm of the new skippers, not to mention the many threats of vengeance burning my ears, the upcoming season should be an outstanding one in Fleet 30 history. All of us who regularly participate encourage all Ensign sailors to join us on the race course. With more new boats each series, the racing is more fun than ever.

On a personal note, I would like to thank the gang for their support in helping me join the ranks of Ensign skippers. Fleet 30 has a special atmosphere and at the next regattas on Lake Travis, those out-of-towners are going to find us hard to beat. Enjoy the sure to come beautiful winter days perfectly suited for Ensigns (after all, it was designed as a daysailer) and make plans for great racing in the Spring!

KEEL HANDICAP - CLASS C

By Bill Records

For those of you that missed the Winter Series, TOO BAD!! We had no wind, lots of wind, and everything in between. Something for everyone. The computer print-out for race #1 listed the wind speed as 0mph. Great day for a race, huh? If you're John Vance, it is!! The wizard of light air did it again, winning by over three minutes. Ray Shull took second in his newly acquired San Juan 7.7.

The 2nd race turned out to be a drag race. After a short weather leg to F Mark, we all reached the rest of the race and, Boy, those Pearsons like to reach. It was Vance, Records, and Dwyer, 1, 2, 3.

Race #3 had the same short weather leg to F Mark, but it blew like crazy. Terry Meyers in his Columbia 8.7 took off and never looked back winning easily. An hourglassed spinnaker set didn't even slow them down. Crew member David Wahlberg was seen standing on the bow pulpit untangling it. Tim Vicknair (Spirit 28) took second sailing very fast. Ray Shull took third (doesn't the SC-21 Fleet miss him?)

The wind really blew in Race #4. Cafe-au-Lait finally kept everything in one piece, especially the crew, and won first place. Terry Meyers came on like "Jaws" on the final leg to finish second, and Vance, who never sailed a bad race, took third.

C and D Fleet did another fine job on Race Committee this series. Those of you that haven't served should try to come out next time. Also, some politicking to get separate race committee assignments for Class C and D is needed.

1986 has been a great year for C Class. We have consistently had the best turnouts, which have resulted in lots of good competition.

THE THRILL OF VICTORY
.... THE AGONY OF D-FLEET!!

4th Quarter Edition

by Kathy Pillmore

The first race of the Winter Series got off to an auspicious start. After two postponements, 3 wind shifts, C & D fleets limped across a starting line exactly 190 degrees opposite the preceding 6 starts!

Allison led the fleet to the windward mark. Pillmore late getting off the line due to a little (like a little pregnant) barging at the start, arrived second at windward joined by Perry Weller, Tom Cummings and Dave Boerner. We all greeted another windshift and the chutes remained in their bags. I use the term wind lightly as I'm sure I've seen more wind when all the blow dryers are going in the ladies room!

We "sped" to K mark where we received a most welcomed course shortened signal. We also received another windshift and ended up sailing a windward leg to the finish line which we crossed as the sunset in the West! It was an exciting finish line with the 6th and 7th starts finishing in opposite directions!

Pillmore in a Ranger 22 captured 1st, John Allison in a Ranger 23 took 2nd; Perry Weller in his S-2 finished 3rd and Dave Boerner in a Spirit 23 was 4th. The time limit caught the other starters.

The weather gods were better to us in the 2nd series race with 15 knot winds to make for an exciting day. Six boats started. The race was closely contested right up to the finish. The heavier winds made it a good day for the heavier boats. Dave Boerner in the Spirit finished 1st followed by Tom Cummings in his Irwin 25. Somehow the Pillmore's Ranger 22 sneaked across in 3rd followed by Perry Weller. John Allison lost a hard-fought 3rd place finish in a protest hearing. Sorry John its happened to the best of sailors!

The third race produced some unusual winds from the east which created an unusual course. What could have been a disastrously long reaching course, (disastrous for us guys in the smaller, lighter Rangers) turned out to provide just enough windward legs to keep us up front and in close contention for the finish line. Heartfelt thanks go to the good judgement of the A-Fleet committee members.

C & D Fleets shared their 5th race committee duty of the year for the following race. The committee was led by the fearless Bill Records and a complemented by a rather intelligent and competent group. For those undiscerning sailors who may not have noticed, the starting line was so square that the yellow pin blocked the view of the orange pin from the committee boat!

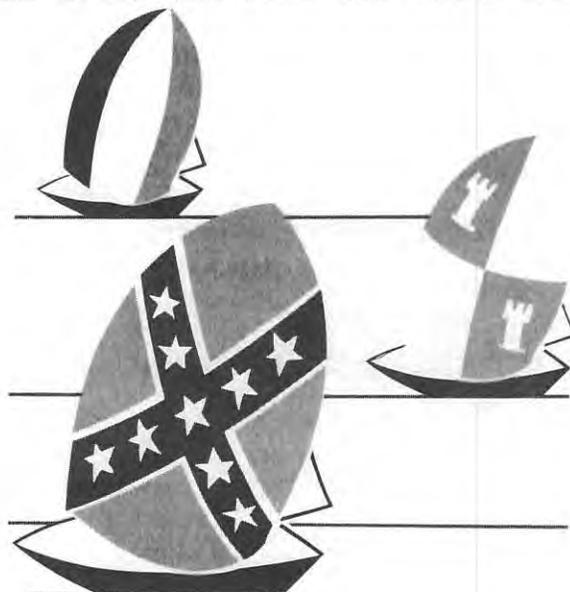
While on the topic of race committee, the subject of splitting up the fleets to handle the duty has been discussed. This would enable the individual fleets (A,B,C,D) to enjoy racing more throughout the season. It would also mean that more D Fleet sailors would have to serve time on the race committee. If you

have a strong opinion on this subject, I suggest you attend the annual meeting and defend your position. Another item discussed was to have each fleet appoint one person sailing in the series who would be responsible for checking the scoring prior to presentation of the trophies. D-Fleet scores were incorrect due to boats being scored in the wrong fleet or overlooked entirely. Even though corrections were made prior to the last race, the last race was scored incorrectly and trophies were presented to the wrong winners. This can be discouraging to new members and even old-timers who occasionally like to win a race. Opinions are solicited from other D-Fleeters.

Well, on to the last series race. What a miserable day for a race! Only ducks and sailors would venture out on such a day! Rain, temperatures in the 40's, heavy winds that disappeared to no winds that came back as moderate winds! You name it--we had it! Seven boats braved the elements. Picking a sail for the start was a coin toss as the winds ranged from semi-typhoon to hurricane force. It was a long course made longer by an icy, wind-blown shower. By the time we were finished every sail we owned was wet not to mention the condition of our crew who sailed without foul-weather gear! The delicious, hot spaghetti dinner was the perfect meal to close out the series.

D-Fleet winners were Pillmore's Ranger 22 in 1st; Dave Boerner's Spirit 23 - 2nd; John Allison's Ranger 23 - 3rd.

To all you D-Fleeters out there, we'd sure like to see more of you on the race course in 87. The competition is great but D-Fleet has the potential of generating a lot more hot competition and friendly fun. We need your smiling faces on the lake...and hey, stick around after the race and let's compare notes!



Keel Handicap

A FLEET

by Carol Tesch

A Fleet has lots of things to brag about, and I'm happy to get to do it!

This is GREAT STUFF! A-Fleet sailors Gail Bernstein and M.L. Painton, and sometimes-A-Fleet-skipper Bill Draheim were honored at the Annual Banquet for their efforts at AYC (and beyond).

Gail received the Corinthian Woman Sailor Trophy for exhibiting "good sportsmanship, enthusiasm and participation" in the sport of sailing. As you know, Gail helms J-29 "Windward Magic" during races (and does it very well, I might add). What you might not know is that, among her other accomplishments, she has fulfilled all the qualifications to become a U.S.Y.R.U. judge. All of A-Fleet is happy that Gail has been recognized for her Corinthian spirit!

M.L. received the Max White Memorial Trophy for outstanding service to the club. No one deserves this award like M.L. She is so BUSY, and it's impossible to go out to the club and not run into M.L. working on one of her many projects. Not only that-- she holds down a very responsible full-time job, AND SHE'S MARRIED TO RUSSELL!! THINK OF THAT!!! Congratulations, M.L. A-Fleet is proud that you are "one of us."

Sometimes-A-Fleet-Skipper Bill Draheim was awarded the Jessie McIlroy Smith Bowl for his outstanding achievement beyond the Club level. Bill has made a serious effort to represent the U.S. at the '88 Olympics in the 470 Class. Good job, Bill. We will all be enthusiastically following your career in future years in your efforts for the Olympic gold medal!!

Now about sailing. The Winter Series was fairly well attended and once again we had various weather conditions to sail in. In the 1st race, Gail did a horizon job on the rest of the fleet and earned a convincing bullet, but then she dropped the Series because of other USYRU commitments.

Dave Rossi/Russell Painton sailed the J-36 very well in all conditions and made quite a good showing for themselves.

Steve Vaughan continues to be a tough competitor, and he came out on top of this series. Obsession is definitely the boat to beat!

I can't leave this unsaid. There is a certain bored boat sailor who sometimes crews on our boat who tries to get all the attention by getting herself winched through the shrouds and halfway through the lifelines. Then she complains when we don't have enough bandaids in the first aid kit. She will go to ANY LENGTHS to get sympathy. IT'S NOT WORKING!!

It's time to pass this thassled quill along to another ~~foet~~, I mean lucky person. Writing this column has been fun. A-fleet is full of really nice people, and everyone has been very supportive of my meager efforts as Tell-tale A-Fleet Reporter.

1986 has been a great year, and 1987 is shaping up to be even better.

HAPPY NEW YEAR!!!!!!

Under the Big Top
by
Gary Grudnitski

In what had to be the deepest field in the history of a nonworld-qualifier regatta, forty J/24s were on hand for Canyon Lake's Texas "Circus" November 15th and 16th. California rock stars Vince Brun, current North American and World Star champion; John Kostecki, our Soling representative to the Goodwill Games and winner of the 1986 J/24 Midwinters; Bruce Golison, past Mallory Cup winner; and Larry Klein, 5th at the J/24 Worlds held in Newport; were joined by Jim Brady from Clearwater Florida, who placed 4th at this year's Worlds.

After waiting an hour, the predicted southeasterly filled, and Kostecki, sailing AYC's Scarlett O'Hara won the start. It looked like it was going to be a long afternoon for the locals as Kostecki won going away over Brun in Monster Fish.

With the breeze falling to 6 knots, Kostecki won the start of the second race and appeared to be headed for a repeat performance of the first race. Sailing fast down the middle of the course, however, UT three time, All American sailor Paul Foerster in Gram Slam got in front at the weather mark and was not to be caught. Golison finished second, just ahead of Kelson Elam in Surfer Girl. Apparently, Kostecki believed Scarlett O'Hara had started prematurely but didn't go back until a hundred yards down the first leg. His delay in restarting resulted in a 14th place finish, and ultimately, would turn out to cost Scarlett O'Hara the regatta.

With the breeze freshening and dusk setting in, Proud Mary, helmed by Klein won the first of two races he was to win during the Regatta. Toby Darden's US, with Scott Young doing a masterful job calling tactics, finished a strong second, followed by Grand Slam and Monster Fish.

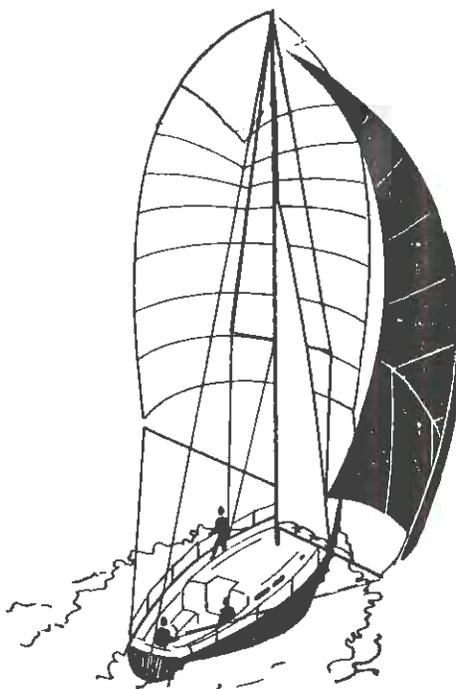
A super spread of fajitas and enchiladas, matched by great margaritas, greeted us at the tent CLYC had set up after the day's races. With everyone taking about those mysterious shifts that had somehow eluded their detection, the results of Saturday's three races showed the leaders going into Sunday to be Foerster with 8.75 points, Brun with 10 points, Golison with 15 points, Klein with 15.75 points, and Rodgers/Brady with 18 points.

After two general recalls and a start under the black flag, the Rodgers/Brady combo finally found their form to lead around the course and take the victory. In what turned out to be the pivotal race for Grand Slam, Foerster's conservative sailing paid off handsomely in a second place finish ahead of Kostecki. Brun, electing to play the right side with us saw his chance to win the Regatta evaporate when a big left shift came in to knock Monster Fish down to 17th place.

With a nine point lead over Golison, all Grand Slam had to do was finish the last race in the top ten. Again, sailing fast and avoiding trouble, Foerster settled for an 8th behind Klein, KostECKi, Golison, and Brun.

Besides the impressive performance of Foerster, other AYC sailors and their boats who finished in the top ten were Kevin Selfridge's Scarlet O'Hara (3rd), Scott Young on US (7th), Wursthfest Regatta winner Mike Haggerty's Thunderstar (9th), and John Bartlett's steering Rokslide (10th). With the help of Bill and Jennifer Draheim and Dave Balfour, we had a good regatta among this forest of talent to sail Superman to a 15th place finish. Fred Schroth, helming Jim Swanzy's Always Something, couldn't find the groove he had in finishing 3rd at Wursthfest and placed 27th overall.

Meanwhile, back in Austin participation in a regular series reached an all time high, with 18 different boats making one or more races and an average of 11 J/24s on the line for the eight-race series. Ron Hardin's Running on Empty, with three 1sts, a 2nd, and two 3rds, easily won the Winter Series. Jack Kern, who missed the first two races, sailed superbly throughout the remainder of the Series to take three 1sts and second overall. After far too long a hiatus from the Fleet, Jane and Wayne Ashby sailed Lady Outlaw to a top four finish in almost every one of the eight races to capture third in the Series. Other "glassware" winners were Glenn Byus on Dalliance and Dave Broadway helming Superman.



FROM THE FLEETS cont.

J 22

by Shirley Slaughter

Welcome to you, Terry Meyers—a new J-22 sailor...may all your racing days be filled with good winds, blue skies, good crew, and plenty of beer in the cooler...In addition to racing in our fleet, Terry will be fleet commander for 1987—a mighty big pair of shoes to fill and he'll fill them all right!!!

This is my last newsletter. I wish I could have written interesting and exciting stories about the starting line, mark roundings and who did what and when and to whom, but I was so busy staring at my jib telltales, looking for the groove, and trying to keep my boat flat that I missed all of that. I do remember once that I barged at the starting line—I still get a kick out of that—it shows that I'm getting aggressive!

Our fleet is continuing to grow, and we're looking forward to a great year in 1987. J-22 Circuit Regatta will be held here March 28 and 29. It'll be our first time to host it, and we're going to make it the very best ever and one they'll remember for a long time.

Five Austin J-22's went to Wurstfest Regatta on Canyon Lake in October and took top honors. Mark Rylander in 1st, John Bartlett on Duece Coupe with Nancy Woodward in 2nd.

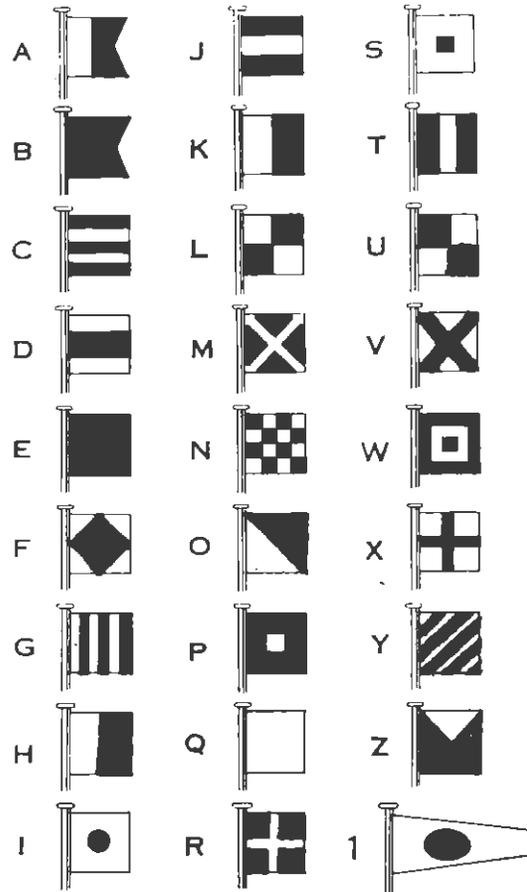
The Winter Series just ended with Craig Holmes in 1st, Doug Woodward in 2nd, and Bill Mitchell coming on up in 3rd place.

Fall Regatta was a lot of fun. Mark Rylander finished 1st, and one of our newest sailors, John Mack, came in 2nd. Keep it up, John!!

Craig Holmes is our Fleet Champion for '86. In addition to being one of our most active racers, he's serving on Permanent Race Committee and in '87 will be Race Commander. Mark Rylander also serves on Permanent Race Committee and we are mighty proud of them and very appreciative of all the work done for our fleet.

J-22 Fleet 11 is sponsoring a J-World Racing Seminar Weekend later in 1987. You'll hear more about it in months to come.

HAPPY NEW YEAR to all you sailors out there from J-22 Fleet 11. Call us for a ride in '87--We'll guarantee you a GOOD TIME!



by Jane Frederick

HAPPY NEW YEAR, EVERYONE!

It seems strange to be writing this for the New Year, when the old one isn't even over yet, but, deadlines being as they are, I'm sitting here, trying to get out the January article the day after the Annual Banquet (Late Again).

The banquet this year was another tremendous success, thanks largely to Bonnie Tobin, Ron, her able band of volunteers, and the club staff. Bonnie was chairman of the banquet and did a beautiful job of everything. Thanks to everyone who helped, the party was great, and from the look of the dance floor, everyone had as much fun as I did.

The Winter Series, brought out quite a good group of boats. It was a very short series for our fleet, since the first race did not see a Catalina 22 finish within the time limit, due to light air. The second race, had our fleet on committee duty. So there were only three races to score for the trophies. It was a hot contest, with Bill Word and Bill Morack going into the final race tied for first place. Bill Word managed to edge out the Moracks for the first place trophy, in a hard fought heavy air battle. Jim Parker, who used to come down from Dallas to beat up on us with his famous black-hulled "Bullsheeter," has moved to Austin. He is now crewing for Bill Word. Welcome, Jim.

The Sailboat Show will be in January. Hope to see everyone there, if not sooner.

Nelson Mikeska was elected Fleet Secretary at the November meeting and from now on he will be taking over writing these things.

HAPPY SAILING!!

merit

by Janis Livingston

A lot has happened, so I think I will begin with the first annual merit fleet business meeting and dinner. Debra and Holly did a great job on the lasagne dinner, we all loved it. Thanks ladies. Kirk and I were reelected to fleet captain and secretary, thanks to all of you for the vote of confidence. As far as the business end of the meeting, it was decided that dues for 1987 would once again be \$20, all of you who have not paid can mail me a check. Second it was decided that we should volunteer as a fleet to do some maintenance work, such as tree trimming, at AYC. I will be contacting Wayne about this and schedule something for early in 1987.

Moving on, we had a close series for the winter series, with Steve Bangs coming out on top after the final race. Congratulations to Steve and crew.

Kirk and I had a fantastic time in the Virgin Islands, but we are glad to be back. The sun, beaches and rum punch were wonderful. Halfway thru the trip Kirk did get tired of relaxing and soaking up the sun rays. So he entered the Bitter End Sunday Laser races to add some excitement and thrills to the trip and to prove that Merit sailors are better than J sailors (the competition). Kirk won the regatta with six bullets. Eat your heart out, Fred.



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new bylaw passed

The existing bylaws require the AYC race committee to consist of the Race Commander and six members. Each member of the committee serves for a term of three years, with the terms of two members expiring every year.

Two additional committee members were utilized this past year on a trial basis. Based upon this years trial period, I believe it would be in the best interest of the Club to amend the existing bylaws (Article VII, Section 2.C to read as follows:

- C. Race Committee - The Race Committee shall be responsible for the proper conduct of all sailboat racing activities conducted by, or under the auspices of, the Club. Such committee shall consist of a Chairman, who shall be the Commander for the Race Committee, and eight members, each of which shall be appointed by the Commodore upon recommendation of the Race Commander, and upon approval of the Board of Directors. Each member of the Race Committee shall serve for a term of two years, with the terms of four members expiring every year. Should a member of the Race Committee not complete his term, his replacement shall be appointed at or before the next meeting of the Board of Directors, to serve for the remainder of such term. Members of the Race Committee may be considered for reappointment to such committee.

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Greg Schertz
1986 Race Commander
Austin Yacht Club

FROM THE FLEETS cont.

LASER

by Fred Schroth

The Fleet refuses to stop. Doug is going to the bottom of the world in January just to try to extend his summer. Doug still doesn't have plane fare for the return trip, so if you want somebody to follow around the course next year...send the kid some dough. CALL WAYNE FOR MORE INFORMATION.

Austin sent Brodie Cobb, Scott Yount, Doug Kern and Fred Schroth to sail in the Bruce Cup. The cup is an 8-race series for the top two sailors from each of the 28 North American Districts and a few extra folks who qualify by resume.

Brodie won the regatta because he had more 2nd place finishes than Scott. Doug was 5th and Fred won the 7th race. In fact, a sailor from AYC Fleet 22 crossed the line first in each of the eight races.

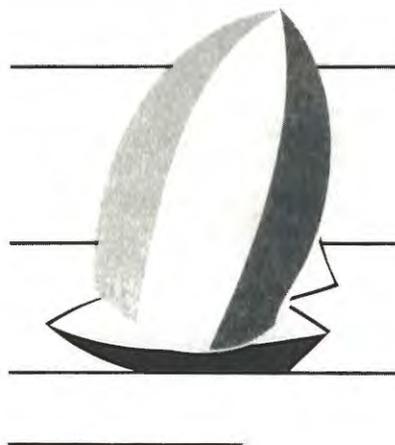
For those of you who still need ammunition, it is true. Fred fell asleep in race #4 and sailed off the side of the course. In fact, he was roused by the rescue boat only a few feet from the Chandler's Landing harbor. This writer absolutely believes that Fred was ill and discounts all the stories about lack of attention span, Irish bars the night before and embarrassment about 90-pound kids in Laser Radials passing him on the first weather leg despite a five-minute head start!

On Saturday, December 6, we started the Saturday Laser rides. John Schmidt, Hap Arnold, Dave Maguire, Scott Young, Doug Kern and Fred came out. The plan is to go out and play on Saturdays all

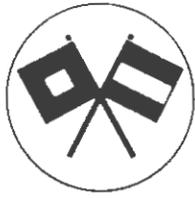
winter long, if it's nice enough to do it. Sometimes the U.T. sailors will be around with a committee boat doing their own practice. Saturday U.T. was out, and we used their course. After they left, we invented our own courses.

Before we get into this month's vituperation segment, let me thank each of you who has volunteered to help with the Easter Laser Regatta. We still need volunteers to mail flyers, organize the regatta and run it, but we are off to a good start. Those of you who just moved to Dock #1 will be served a subpoena.

Congratulations to Dave Maguire for staying upright for over 10 minutes before dumping last Saturday. That was the best anybody did. Doug and Brodie did fine jobs of dumping while tacking in zero wind in Dallas. Scott Young spent five minutes at the banquet nominating a guy for the Blue Duck for getting his picture taken on the start line. Scott is lucky that nobody had a camera to show him fouling out 3 minutes before the start by tacking too close. Nobody can say I didn't mention Teri Nelms in this article.



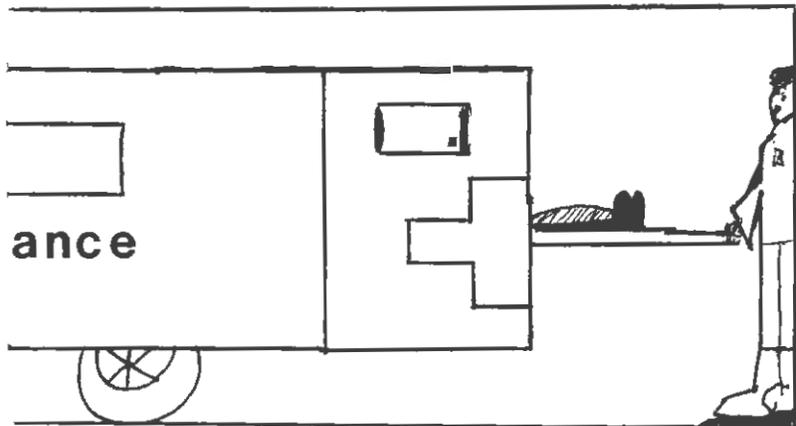
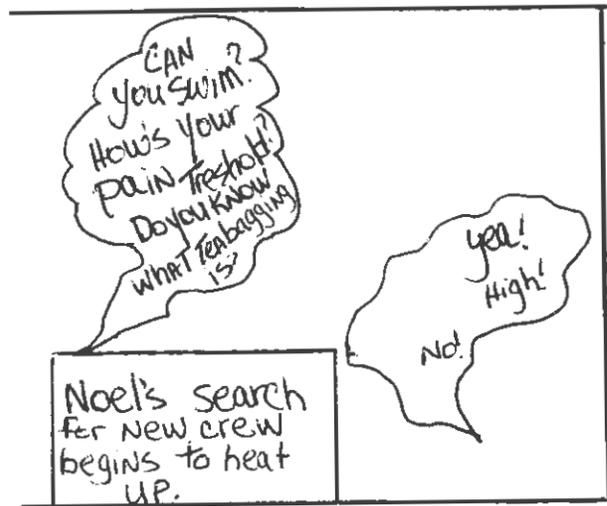
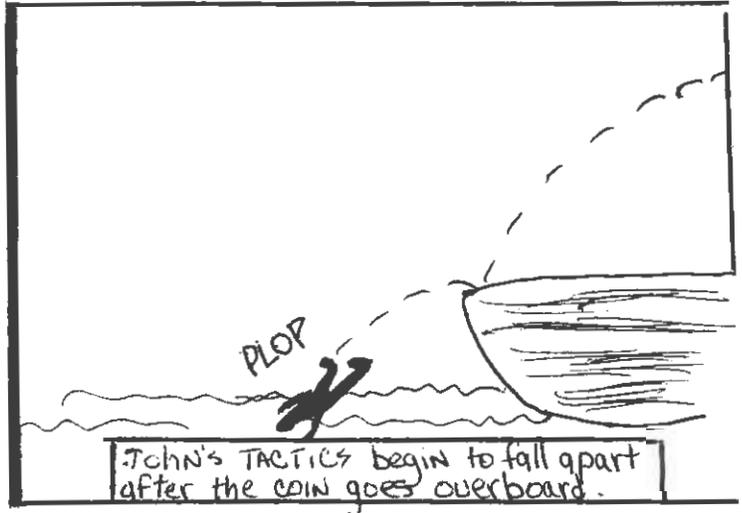
Centerboard Handicap



By Teri Nelms

Enough of keel boats for the year. Next year I intend to make a serious effort to revive the centerboard fleet by stooping to new lows in threats, bribes and generally obnoxious behavior. I have begun this campaign by sending the Board a letter requesting that Centerboards race on Saturdays and keel fleets race on Sundays during the Spring series. This would be in preparation for the Centerboard Regatta which is scheduled for the weekend of May 17. This way, there is no excuse for the keel boaters who own little boats not to get out and race them. I am sure I can count on the keel fleet to help us with Saturday race committee as we in turn would then serve on Sundays. I have solicited support from all of the centerboard fleets I could find including the UT team who intend to participate with us on Saturdays. Keeping that in mind, get your boats shined up this winter and let's show this club that the REAL sailors are in the little boat fleets. Or else....

JOKE'S



NELMS CONTEMPLATES another weekend of keelboat racing.

by: Noel & Wayne

BULLETIN BOARD

CAL 2-27 - \$22,500 - JACK DOWNES - 453-4177
 CAL 2-27 - \$22,500 - DUANE DOBSON - 452-5923
 HUNTER 22 - DALES STUEMKE - 258-8391
 22' VENTURE - 836-7579
 15' MUTINEER - \$1,000 - DAVE - 251-5712
 CHRYSLER BUCCANEER - 261-4199
 CAL 20 - \$4,500 - TOM WOOD - 266-9204
 HUNTER 27 - ROD MALONE
 THISTLE - \$2,250 - JOE MOLDENHAUER - 327-0013
 C-15 - \$1,800 - JIM ECCLES - 345-9696 or
 823-4700
 J24 - "GHOSTBUSTER" - JAY LUTZ - 713-334-7559
 J-22 = \$11,500 - STEVE SJOBERG - 453-8226
 CAT 22 - BEN - 837-7594
 CATALINA 22 - \$8,500 - PHIL SPLETTER - 331-7236
 CATALINA 22 - 337-3222
 CATALINA 22 - JUNE TROUTMAN - 282-9573
 505 - \$2,300 - 817-771-1225
 LIDO 14 - \$12,000 - BOB JOHNSON - 459-5150
 CATALINA 25 - \$17,000 - 346-4320
 CATALINA 25 - 467-6565 or 345-6677
 COLUMBIA 21 - \$3,500 - 258-7965
 CAL 25 - \$7,500 - MIKE FRARY - 453-0544
 CAL 25 - \$8,850 - GERRY FOX - 512-854-4774
 C-15 - DAVE BUSH - 835-1763
 C-15 - \$2,995 - BRIAN - 345-2632
 C-15 - \$2,350 - 327-2916
 C-15 - \$2,000 - THOMAS JOGT
 (W) 817-287-0226 or (H) 817-939-8273
 C-15 - W/TRAILER - \$1,500 - FRANK MILSTEAD
 44B-4608
 SOUTH COAST 21 - \$2,350 - L.J.HELWICK
 (214) 351-4443
 9.2 METER S-2 - DAVID SCHOENEMAN
 ERICSON 34 - \$34,000 - BRUCE GAITHER
 991-3765 or 992-4329
 NORTH STAR 500 - \$8,000 - ED SUMMERS - 454-9311
 19' FLYING SCOT - AL ALYN - 512-822-4898
 20' SANTANA - AL ALYN - 512-822-4898
 J-29 - \$36,500 - WILL TRADE - JOHN
 COLUMBIA 26 MK 1 - \$11,000 - JACK - 451-4680 or
 454-2322
 21 INTERNATIONAL - \$1,500 - (409)233-0306 or
 (409)247-0439
 CAT 27 - \$22,000 - WARREN 459-9238 DOUG 835-5016
 LASER - \$900 - ED MANSKE - 454-7173
 SAILBOARD-14' STARFISH - \$650 -DAWN EVENS
 462-1123
 CAL 20 - EXCELLENT COND. - JIM VIER 327-2478 or 477-2408
 LIDO 14 W/TRAILER - \$1,100 - OR TRADE FOR LASER -
 BOB JOHNSON - 459-5150 or 463-7915
 HUNTER 22 - EXCELLENT COND. - DALE STUEMKE - 258-8391

MISC.

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 \$800 - BOB MATHISON
 258-5980 or 463-4863
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 or TRADE - CRAIG
 HOLMES - 258-5679
 WET SUITS - \$75 - KATON
 835-9230
 BOOM & SAIL COVER-\$110
 TOM GUNDERSON
 445-2515 or 339-9338
 C-15 SAILS - \$350
 JOHAN 713/461-7416

ANNOUNCEMENTS
 Wants to Crew

RON DEWITT 261-5645
 BILL HAWK 474-7571
 SCOTT BRINKMA 327-5577
 CHARLES & CHERYL 263-2210
 GLEN MCCOMB 477-5655
 DAVID 266-2748
 PARTICK ELWOOD 495-3848
 or 345-9435
 JEANE ENGLAND 280-1090
 or 454-5716

WANTED

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