

Telltale

A U S T I N * Y A C H T * C L U B



MARCH/APRIL 1991

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AUSTIN YACHT CLUB
5906 BEACON DRIVE
LAKE TRAVIS



AYC OFFICERS

COMMODORE	Gail Bernstein
VICE-COMMODORE	Dave Wahlberg
SECRETARY	Vicki Bremer
TREASURER	Roy Smith
RACE COMMANDER	Ray Shull
BLDGS & GRNDS COMMANDER	Howard Shirey
FLEET COMMANDER	Dave Henderson
PAST COMMODORE	Terry Meyers
SAIL TRAINING COMMANDER	Barbara Hawn

AYC FLEET CAPTAINS

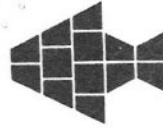
CAPRI 14.2	Bob Jones
CATALINA 22	Bill Word
CENTERBOARD HANDICAP	Fred Stearns
CORONADO 15	The Bingamans & The Lackeys
ENSIGN	Bill Hawk
420's	Ravi Subramanian
J-22	Debra Phillips
J-24	Kirk Livingston
KEEL HANDICAP	Mary Lynn Painton
A-FLEET	Mike Mayfield
B-FLEET	Rick Sharp
C-FLEET	John Vance
D-FLEET	Ty Johnson
E-FLEET	Dieter Roy
F-FLEET	Mike Allen
LASER	Fred Schroth
ONE-DESIGN	Eric Nelson
SOUTH COAST 21	Mary Marcia Mott
SUNFISH	Shirley Slaughter

(COVER PHOTO COURTESY OF TY JOHNSON -- Opening day race with plenty of wind for Ensign #1609 after rounding the leeward mark. The boat was sailed by Thomas George with co-owner Bill Hawk on board.)

BUSINESS OFFICE ... 266-1336
CLUBHOUSE ... 266-1897
FAX ... 266-9804

MARCH/APRIL 1991

From the Commodore



1991 is off to a great start with lots of excitement, hard work, great racing, and even an early blue duck contender. In my February Telltale article I told you about all of the excellent plans the board and its committees were busy creating. This month I am happy to report that many of those plans have turned into actions and accomplishments.

The PRC published the AYC Series Race Management Handbook and conducted their RC Seminar in February. Since it was well attended by all fleets, I am sure we will have excellent race management and lots of contention for the Series Race Management Trophy this year. The PRC has developed a race management evaluation form that they will complete every week. At the end of each series, this should help them remember which fleets did good, bad or indifferent. It should also be used as a learning tool by the fleets. Ask to review your fleet evaluation form with the PRC and talk about the items that need improvement. Even if you have been playing this game for many years, there is always something new to learn or improve on.

On the social front our first *White Flag Friday* gathering was a great success. About 50 club members attended and we had a relaxed, fun evening. Kathy Comer won the event naming contest. Remember *White Flag Friday* is the last Friday of every month. Call a friend and meet at the club!

Opening Day was a sunny, windy, beautiful day to start the 1991 AYC Racing Season. Boy Scout Troop 442 presented the colors and the Highland Bagpipe Band preformed. Margie Brown, USYRU Executive Vice President, gave the key note address. She spoke about the various services USYRU provides. After the ceremony the winds blew and the Centerboard Fleet provided excellent race management. It was a wonderful afternoon for sailboat racing!

Our training volunteers have also been very busy. Two successful CPR classes have been taught by Elizabeth Gee. Even though the club staff attended the full-day adult, child, and infant CPR class, please try not to test our skills! Richard and Ann Hlista are putting in a lot of time planning the upcoming racing clinics. By the time you read this, the first clinic will be history and they will be well on their to the second clinic. These clinics are designed specifically for AYC members with the intent to help us improve our racing skills. The first two clinics will be class room discussions. The third clinic, which I am really excited about, will be on the water instruction and practice in your own boat and with your own crew. I encourage you and your crew members to attend all three clinics and learn together.

One operational note I want to explain. I have heard some discussion about why we keep the beer box locked. There are two basic reasons. First, we plan beer sales as a break even financial operation and keeping the beer box locked helps insure we do not lose money on beer inventory. Last year we changed the locks on the beer box and it was the first year in many that AYC beer sales did not generated an operational lose for the club. Second and even more important, is maintaining our liquor license. The TBAC requires that we control access to the beer and wine with respect to minors. As Commodore I will probably make several mistakes, but losing our liquor license is not one of them!

My final news item concerns contention for the 1991 Blue Duck Trophy. We already have at least one good nomination. I did not witness this first hand. As TYA Secretary/Treasurer, I took one day off from yacht club work to do a little TYA work. On that front, I am happy to report that the TYA checkbook and financial statements now balance. Back to the Blue Duck contender ... even though I was not there, the First Guy was and he told me all about it. A certain board member, while launching her new J22, accidentally launched her trailer as well. The trailer actually went so deep she had to have a diver swim the depths of Lake Travis to find it.

That's all the news for now. See you at the club and on the race course!


Gail Bernstein
AYC Commodore

FROM THE EDITOR . . .

TELLTALE STAFF



COMMODORE Gail Bernstein
MANAGING EDITOR Vicki Bremer
ABOVE & BEYOND EDITOR Stephanie Roy
PHOTOGRAPHIC EDITOR Ty Johnson

SPECIAL CONTRIBUTORS

Gail Bernstein, Martie Shirey, Stephanie Roy,
Ray Shull, Barbara Hawn, Howard Shirey, Tim Erwin,
Ravi Subramanian, Ty Johnson, Dennis Awbrey

FLEET CONTRIBUTORS

Gail & Mike Mayfield, Rick Sharp, John Vance,
Mike Allen, Dan O'Donnell, Steve Brown, Debra Phillips,
Janis Livingston, Fred Stearns, Fred Schroth, Bruce Foster,
Claudia Foster

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FROM YOUR SOCIAL CHAIR . . .

Martie Shirey

Here it is, past the deadline for the Telltale and guess who was late? Sorry, Vicki! I bet you hear that a lot, huh?

Our first "kick off" wine and cheese tasting "White Flag Friday" was a tremendous success. My thanks go to PENNY HERNDON-FINUF for her valuable help. KATHY COMER is getting a free night in a cabin for submitting the winning name "White Flag Friday." Congratulations, Kathy! The next "White Flag Friday" will be at 7:00 p.m. on March 29 with another one scheduled for April 26 at 7:00 p.m. So everybody bring a munchie and \$3 to cover the cost of beer and wine and come on out to have a good time.

Perfect spring weather set the background for a fantastic Opening Day on March 10. CANDICE CLARK and JAN THOMPSON and crew provided the balloons, great food, balloons, drinks, balloons, pomp and circumstance, and more balloons. I hear through the grapevine that some of the helpers were using helium for other things besides filling balloons! My sincere thanks to Jan and Candice for their time and effort they gave to make Opening Day 1991 a memorable one. You did great, guys!

Don't forget the End-of-Spring-Series Buffet on April 14. HOPE LOCKRIDGE and SALLIE BUCHNER have a wonderful meal of tamales and such planned. So make your reservations EARLY for some great food.

See you out there . . .

A B O V E & B E Y O N D

by Stephanie Roy

(We know there are lots of AYC members who are doing great things besides sailing! Please call your new Above & Beyond Editor, Stephanie Roy, with news you'd like to share -- job changes, promotions, awards, marriages, etc. Stephanie can be reached at 343-8148.)



ELAINE WHITE is the Chairman of the Lone Star Bonsai Federation Conservation State Convention being held in Austin this year at the Double Tree Hotel, from April 5 thru April 7. There will be an Oriental Garden set-up and some of the best bonsai from around the country. Elaine invites you to come by and view these beautiful bonsai.

BONNIE LACKEY, a CPA in addition to being a proud new mama and co-owner of a J-22, is now working out of her home. So if you need help doing tax returns or bookkeeping, you know who to call.



If any of you recognized a familiar face on the front page of the March 15 Business Section in the Austin American-Statesman you'll know we're talking about our own PHIL SPLETTER. Phil was one of 29 inventors honored by MCC and received his patent for using a laser to bond two integrated circuits. MCC honored these patent recipients to recognize excellence and innovation. Congratulations, Phil!

AYC's local Rock Star DOUG KERN is busy, busy in his Olympic campaign to hold the #1 ranked U.S. Soling team title. Sailing with Kevin Mahaney and James Brady, Doug left for a 3-week European sailing tour in early March. As of press time, we don't know the race results. When this team returns they'll head for Punta Gorda, FL, in early April for some tough competition in the Olympic Pre-Trials April 15-20.

Well, TERI NELMS did it. She's now Mrs. Ronny Smith. At their high society wedding held at the hoity-toity Austin Yacht Club, the radiant bride wore bird seed. And the handsome groom wore a big smile. Best wishes and CONGRATULATIONS to two of the nicest folks we all know and love!!

And let's not forget another pair of newlyweds who got lost in the Telltale shuffle somehow. CONGRATULATIONS to JIM CASTO and CYNTHIA (the news Mrs. Casto). Cynthia braved the Women's Racing Clinic last year, a prerequisite we understand to marriage. She passed with flying colors; he popped the question; she said yes, and then they both said I do.



FROM THE RACE COMMANDER

... Ray Shull

The 1991 Spring Series is now underway. I hope everyone enjoyed the terrific wind that showed up on Opening Day to inaugurate the first day of series racing. If you have read the 1991 Sailing Instructions I'm sure that you've noticed the changes for the new year. If you haven't read them yet, then you should ASAP to make sure the rules you're racing under are the same ones the rest of the fleets are using. Nothing is more embarrassing than being caught with your Sailing Instructions having a date from the previous decade at the top. Copies of the new instructions are available outside the protest room.

And speaking of the Sailing Instructions, I'd like to remind everyone of a couple of the requirements. First, all boats are required to check in prior to racing each race day. The instructions are very specific as to when and how this may be done. It appears that a number of competitors are forgetting to do this. Please be reminded that you may be disqualified for not doing this properly. Secondly, this check-in must be done prior to the first preparatory signal of the day or during that yacht's own preparatory signal. Please don't try to check in during another fleet's starting sequence. This only causes problems for the Race Committee and could get you disqualified if you interfere with a starting boat.

An additional item concerns activities that many of the fleets and club organizations are planning. If your group is planning an activity that involves racing, please remember that a proper Notice of Race/Regatta and Sailing Instructions will be required. The USYRU Racing Rules contain very good guides for the preparation of these documents. Also, these documents must be reviewed by the Permanent Race Committee *before* they are published. A copy of your Notice of Race/Regatta must be received by your PRC Representative and yours truly, the Race Commander, at least ten days before you plan to have it printed. Likewise, your Sailing Instructions must be received at least 14 days before you need to have them printed. The event PRC reps are listed in the AYC Directory, so please contact them early in the process so that no problems develop. Remember that both the Notice and the Sailing Instructions have mandatory sections that must be included to comply with the Racing Rules.

Finally, we have several major events that will occur in the next few weeks. These include the Spring Regatta, USYRU Eliminations, Centerboard Regatta, and Turnback Canyon Regatta. If you're not going to race in these events but would be willing to serve on the Race Committee, please contact the PRC representative or me to volunteer. Each of these events will require several volunteers to run the race events and volunteering will help tremendously in finding enough people to perform this critical task.



FROM THE BUILDINGS & GROUNDS

COMMANDER . . . *Howard Shirey*

The AYC Staff and the Buildings & Grounds Committee have been busy preparing the grounds and clubhouse for Opening Day. Our February 9 workday was attended by about 25 enthusiastic souls who braved the sunshine and mild temperatures to sand chairs, clear underbrush, and paint stripes on asphalt. The amount of work accomplished was amazing. Three crews renumbered the dry sail area, cleared brush for more trailer parking, and worked on refinishing the clubhouse chairs. We broke for burgers and chips about noon but were back at work by 1:30. In the late afternoon we gathered back at the clubhouse for a well-deserved cold beer. My sincere thanks to all these volunteers:

STEVE WOLFORD, GAIL BERNSTEIN, BILL LEVENS,
BONNER CORDELL, MARTIE SHIREY, HAL WHITE,
DAVID BERNSTEIN, TOM CUMMINGS, CHUCK MOTT,
BOB JONES, DAVE GAGE, JACK BREMER, and DAVE HENDERSON.

We had so much fun the first time, we did it again on March 2. We put another coat of oil on the clubhouse chairs, finished the trailer parking area, cleaned up around the work area and in the clubhouse, replanted the whiskey barrels, and cleaned up around the entrance. A special thanks to these volunteers:

MEL KUNZE, MICHAEL D'EATH, BOB JOHNSON, DAVE GAGE,
JON FITCH, JOHN WELCH, DIETER ROY, JIM VAN FLEET,
HAL WHITE, MARK FINLEY, BILL LEVENS, STEVE HENNIGH,
PENNY HERNDON-FINUF, MARTIE SHIREY, DAVE BRENNER,
FRED STEARNS, ANNA FINLEY, TED SOUSARES,
JIM TURPIN, and BRYAN HERNDON.

The next time you see these people on the grounds, let them know how much you appreciate their time and effort.

Neither of these workdays could have been possible without the full cooperation of the AYC Staff and the Buildings & Grounds Committee members. These people have spent many hours planning to make sure the proper materials and tools were available so that volunteer time was not wasted.





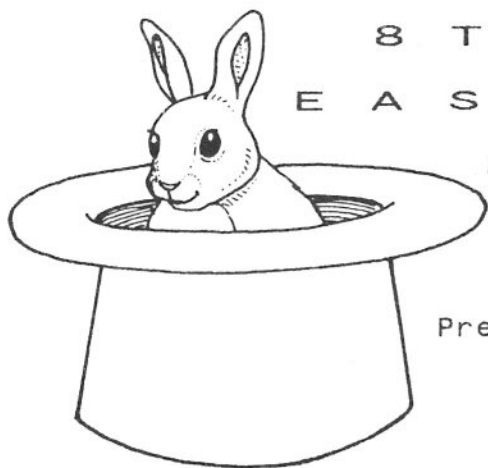
Centerboard REGATTA

Join us May 4 & 5, 1991
for the
Centerboard Regatta.
Austin Yacht Club • Lake Travis, Texas

Entry fee is \$15 per yacht.
Late registration after 5:00 pm May 1 is \$20.

Austin Yacht Club
5906 Beacon Drive
Austin, Texas 78734

Call Tim Erwin at 328-4205 or John Saunders at 346-1929
for more information.



8 T H A N N U A L
E A S T E R L A S E R
R E G A T T A

MARCH 30-31, 1991

Preregistration -- Send \$20 to:

Fred Schroth
1807-A Blue Crest
Austin, TX 78704
Phone: 447-6585

Schedule: This is a multiple race Saturday/Sunday regatta. The skippers' meeting will be held 9 a.m. Saturday, 3/30, and the sailing begins as soon as weather, wind, and practicality allow. Racing continues with appropriate lunch breaks until the committee decides to quit for the day. There is a free dinner after Saturday's racing. Sunday's racing begins at 10 a.m., and no race will be started after 4 p.m.

Prizes: Open, junior, apprentice, master, grand masters, and the usual chocolate bunnies and gag prizes.

Rules: The regatta will be covered by the International Yacht Racing rules, the prescriptions of USYRU, and the Laser class rules.

* * * * *

THE ULTIMATE CHALLENGE . . .

AYC'S SPRING REGATTA

April 20-21, 1991



FEATURING THE FAMOUS CALIFORNIA CUP -- to be awarded to the largest One-Design Fleet

FEATURING THE FAMOUS LAKEWAY TROPHY -- to be awarded to the fastest Keelboat to Lakeway (on corrected time)

FEATURING THE OTHER FAMOUS LAKEWAY TROPHY -- to be awarded to the fastest Centerboard boat to Lakeway (on corrected time)

PROMISING GOOD RACING AND GOOD FUN -- Sign up Early!



AUSTIN YACHT CLUB JUNIOR SAILING CAMP - 1991

The Austin Yacht Club will offer a series of week long sailing camps for Austin area youth between the ages of 8 and 16 beginning June 10 and continuing through July 26 (or August 2, if sufficient demand exists). Registration is open to the public. Activities will be geared toward an appreciation and joy of water sports, with emphasis on basic sailing skills, water safety, and boat care. Three overnight camps (a fourth will be held if sufficient demand exists) and three day-commuting camp sessions will be offered. Camps will be for all skill levels (except for racing preparation camp and beginning level camp) and campers will be divided into groups according to skill. No sailing experience is required, although a swimming test will be conducted at the time of registration to determine swimming proficiency.

In addition to the swimming proficiency test, all campers will be required to wear Coast Guard approved life jackets at all times on the water.

A ratio of one instructor to every five campers will insure close supervision.

Completely fill out the Student Registration Form on the facing page and return to Austin Yacht Club with a \$50 deposit to reserve a camper's place. An AYC member will have the deposit charged to his account. Mark alternate camp dates in the event that the first selection is filled. Once the student registration form has been received and processed, a confirmation letter and packet of other camp materials will be sent to the camper. The camp director may call to clarify information on the application before confirming the camper's acceptance to camp. **A CONFIRMATION LETTER SENT TO YOU WILL INDICATE ACCEPTANCE TO CAMP.** Parents are encouraged to visit the AYC grounds or call the general manager at 266-1336 with questions. Camp registration will close June 1, 1991. After that time, campers will be admitted as space is available.

ATTENDANCE IS LIMITED TO 24 CAMPERS PER SESSION

DAY CAMPS \$150 PER SESSION
June 10-14 (Racing Prep) June 16-21 July 14-19 (beginning)
Day camps will not provide meals or lodging. Group registration is encouraged to minimize transportation problems. The June 10-14 camp is for campers interested in racing only (contact Jim Baker at 474-5813 prior to registering) and the July 14-19 camp is for beginners.

OVERNIGHT CAMPS \$250 PER SESSION
June 23-28 July 7-12 July 21-26
July 28 - Aug 2 (if sufficient demand exists)
Overnight camps will use club cabins from Sunday evening until Friday morning. Meals are included in the camp fee.

20% DISCOUNT TO AYC MEMBERS - 2ND CHILD OR ADDITIONAL WEEKS \$20 OFF

AYC JUNIOR SAILING CAMP
STUDENT REGISTRATION FORM

Camper's Name _____ Birthdate ____/____/____

Street _____ Home Phone _____

City/State/Zip _____ Age _____ Sex _____

Father's Name _____ Father's Work Phone _____

Mother's Name _____ Mother's Work Phone _____

If parents cannot be reached, who should be contacted? _____

_____ Daytime Phone _____ Evening Phone _____

I WOULD LIKE TO REGISTER FOR THE AYC JUNIOR SAILING CAMP!!!
(Please indicate first and second choice)

- ____ June 10-14 Day Camp, Race Preparation for circuit sailors,
Contact Jim Baker prior to registration at 474-5813
- ____ June 16-21 Day Camp, All Levels
- ____ June 23-28 Overnight Camp, All Levels
- ____ July 7-12 Overnight Camp, All Levels
- ____ July 14-19 Day Camp, Beginning Level
- ____ July 21-26 Overnight Camp, All Levels
- ____ July 28 - August 2, Overnight Camp, All Levels (if sufficient
demand)

TUITION Day Camps \$150 per child
 Overnight Camps \$250 per child

20% discount for AYC Members
Second child or additional weeks, \$20 discount

A DEPOSIT OF \$50 IS REQUIRED WITH THIS REGISTRATION FORM.
ENROLLMENT IS LIMITED AND PLACEMENT WILL BE ACCORDING TO DATE THAT
REGISTRATION IS RECEIVED. AYC MEMBER'S ACCOUNT WILL BE CHARGED.

Can you complete the required swim test? (Using any stroke, swim
approximately 50 yards in sailing clothing including shoes, and
tread water for 3 minutes). YES _____ NOT SURE _____

Sailing ability: Beginner ____ Intermediate ____ Advanced ____
 Racing ____ Cruising ____ Board Sailing ____

Camper's Signature _____

Parent or Guardian Signature _____

Date _____

AYC Charge # _____

Mail Registration Form to: Junior Sailing Coordinator
 Austin Yacht Club
 5906 Beacon Drive
 Austin, Texas 78734

University of Texas Driving/Sailing Team



"Better Mileage Through Drafting"

by Ravi Subramanian

Earlier this semester I was relaxing at a Friday-in-the-Park (mechanical engineering talk for beer bust), drinking a beer, and enjoying not talking about engineering with a classmate of mine. Finding out that I was on the UT Sailing Team he remarked, "Boy, I guess you do a lot a sailing!"

My first response was yes. With respect to the average student, I suppose we do a lot of sailing. We try to practice two days a week, sail in out-of-town regattas on weekends, and several of us crew on boats in the AYC Sunday Series races. But then I realized that what we really do is drive. So far this semester we've sailed in five regattas, four of which were out-of-town, logging over 3000 miles.

The first was the Longhorn Cup, a team racing event hosted on January 26th here at AYC. That was only a thirty-five mile round trip from campus. Six other schools attended with Tulane taking top honors followed closely by A & M and us. Once again, thanks to Jim Baker and Hank Kleespies for the on-the-water judging.

Frozen Butt (misnomer this year), our second regatta, was hosted by Rice at the Seabrook Sailing Club on Galveston Bay. For that regatta we drove a total of 400 miles, about seven hours of driving. Darcy Brooks, sailing with Kathryn Hammond and Sabrina Morgan, finished second in B-division. Kim Young and I placed first in A-division and the team won the regatta.

Next was a SEISA dingy qualifier hosted by SMU on February 16th. The regatta was held at the Corinthian Sailing Club on White Rock Lake in Dallas. Once again we drove for about seven hours, logging 400 miles. Good wind (15 kts) and overcast skies made for a cold weekend in which I finished third in A-division with Kim. Jay Allen and Stephen Burke finished third in B-division and we placed third overall.

During the long weekend of February 22-25 we logged 2280 miles on a rental car driving to Gainesville, Florida for the first annual Old South Regatta. Sung Oh, Stephen, Kim, and myself attended this two-day battle between the South-Eastern and the South Atlantic districts. Each district sent four teams. Sung and Stephen finished fourth in B-division and Kim and I placed fourth in A-division for a team finish of, you guessed it, fourth. Florida is nice in February.

Finally, on March 9th, we competed in the A & M Barnyard Bizarre Regatta. Stephen, Kim, Sung, Sabrina, Kathryn, Christine Martincheck, Paul Severin, and myself drove the 110 miles to College Station to celebrate our first weekend of spring break. Not quite South Padre but fun nonetheless. Everyone got a chance to sail and we finished second overall.

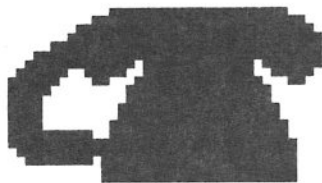
Now getting back to the driving/sailing question. A typical regatta consists of eight races per division, with each race lasting approximately fifteen minutes. That means in a one-day regatta you get to sail a total of two hours. Add up our regattas this semester and you get about twelve hours of sailing. Compare that with the 53 hours we drove getting to these regattas and I figure we drive nearly four and a half times as much as we sail. Even if you throw in one or two practices per week we still drive about twice as much as we sail.

It gets even worse if you start comparing mileage. A typical collegiate course is a port triangle, with a total length of about 400 yards. Multiply that by eight races and you get about two miles of sailing in a one-day regatta. Because we drove 3350 miles this semester to sail a total of twelve miles, that means we drove *280 times as far as we've sailed!*

Many of you are probably wondering where this quantitative tangent is leading. Since the purpose of college is to graduate and get a job (?), the question is "How does college sailing help us?" As far as I can see, it means that college sailors are best prepared for some sort of overland transportation career. The Postal Service, UPS, or commercial trucking are the first things that come to mind. However, perhaps our knowledge of boats will set us up for careers in the boat delivery industry since we'll be able to deftly use such nautical phrases as "run that tie-down strap up to the bow" or "better make sure there's enough clearance between the keel and the road so that we don't reduce this guy's draft." I don't know, I'm open to suggestions.

Now for a few tid-bits. For those of you who don't know, Ryan Minth bailed out of Austin to take a position as the J-24 offshore coach at the Naval Academy. Congratulations to Ryan's parents for having a college graduate with a job. Also, Bridget Young will soon (August) be changing her name, thanks to her recent engagement to Naval Academy sailor and part-time UT coach Rob Hallawell. Congrats and good luck to both of them. Finally, thanks to all the team members who couldn't attend regattas for helping support the team in other ways. That's about it. Sail fast and always bring a change of socks and underwear.

** ** *

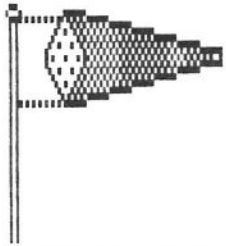


J-WORLD PERFORMANCE SAILING SCHOOL

comes to Dallas, June 1991. The course will be taught in J-22's by instructors Larry Klein, Dave Irwin, Paul Foerster, Kelly Gough, and others. Three levels of instruction will be available depending upon your ability level. Two week-long courses will be held as well as one week-end session. Call Dave Irwin at (214) 771-2002 for more information and application materials. The sessions are:

- (1) June 17-21 (Mon-Fri) 9:00-4:30
- (2) June 22-23 (Sat-Sun) 9:00-4:30
- (3) June 24-28 (Mon-Fri) 9:00-4:30

DALLAS RACE WEEK runs June 16-21, so stay and practice during the evening races what you learned during the day!



IN THE WIND

FOR THE FIRST TIME

by Ty Johnson

There was serious disagreement on the part of the wind. It seemed as though the confused wind Gods were playing a game of pick a number. I started to stress out. But I'm afraid that I'm getting ahead of the story.

The story is about *doing IT for the first time*. Running a sailboat race, that is. As the newly anointed D-Fleet Top Dog, the honor of serving as PRO (Principal Race Officer) was mine.

Frostbite #4 was my opportunity to apply all those management skills that I never really bothered to acquire as an adult.

No problem! It's really easy! Everything will work out fine! There was no shortage of encouragement from the veteran race managers and, fortunately for me, no shortage of volunteers to help out. The only thing standing between me and an on-time race was high technology.

You see, just moments before I met with JACK BREMER (the PRC rep) I had proudly pocketed my new multi-function stop watch. This Christmas present time piece replaced the beat-up Cassio that had served me well over the years. The Cassio Mariner was still ticking but the wrist band was broken and the whole affair was duct-taped to a piece of kite string. Not the type of thing a captain should rely on.

With my players huddled up I called for the all-important time check. Quite naturally nobody's watch was in agreement so Coach (BREMER), with the official world time, counted down the seconds: 12:13 and 30 seconds, in three, two, one, mark!

The problem was I could not figure out how to adjust my new 400 function high-tech machine. Press function button S2 hold for three seconds, then press function button S1, hold and simultaneously press S4. No, wait. That sets heart rate. Rats! I had left my instruction booklet at home and now my time piece from hell refused to respond. I did manage to change the day of the week to Monday, however.

The race must go on! I stashed my high-tech nightmare and my race team hit the lake. At this point I was talking to myself. OK, be cool, and don't forget the first rule of management. Always act like you are in control.

HAL HAYDEN and friends had zoomed up by Starnes Island to check out the wind. CAPTAIN TY (that's me) and my troops, LINDA McDAVITT, SHIRLEY SLAUGHTER, CYNTHIA CREAMER, and CARL GROSSMAN took the RC boat out onto the lake to look for a starting line.

FOR THE FIRST TIME (cont'd)

Page 23 of the AYC Race Committee Handbook explains all the important stuff about setting up a line. Among the judicial comments the book states "perfection is not always practical, however. Time should not be wasted trying to make the angle of the line perfect if normal oscillations are likely to nullify the attempt." No kidding!

HAL reported in from Chase #1 with numbers from 310 to about 340 in the puffs. I could just make out what he was saying over the radio. This was strange because the radio worked great when the chase boat was only a few feet away. Just a note here folks -- if you don't connect the antenna, the quality of your transmission will deteriorate in direct proportion to the ... it does not work.

Back on the big boat I started number crunching. If the average wind direction is 330 we'll send them to D mark, let's see, we'll put the committee boat here. Wait a minute. The wind just shifted 30 degrees to the north. OK, we'll put the committee boat here. Oops! 180 feet of water. Why don't we move over there and send them to B mark. Looks good. No! Check this wind shift. It's back to 320.

By this time numerous race boats were buzzing around like flies at a picnic. And here I was still trying to figure out where to anchor this baby. With only 10 minutes until the scheduled start of the race it was time to get lucky. We dropped the hook, set a start line, filled in the course boards, and started the race sequence on time.

By now the wind had gone very light. Boats in the first start crowded close in the quiet water. I hesitate to use the word calm to describe anything except the state of the wind. Grown men were screaming at each other. Thoughts of a postponement danced in my head but that would have involved all those flags and stuff. Just up the lake a nice little wind line was fooling around. My salvation was only about a K-Mart parking lot away and I decided to stand firm and let the clocks tick.

It was really beautiful the way everything turned out. The wind decided to play and the A & B fleets glided out of the way. As the puff filled in the second start roared up to the line. The amazing thing was that the starting line was square and no one was over early. I stood there on the bow of the RC boat like a proud papa and watched as the boats moved magically away.

Just another race? You might ask yourself, why this long-winded commentary over a simple little sailboat contest. I know that as a degree of difficulty this race was maybe a three. I know that race committee veterans, gathered around with a post-protest beverage, could relive numerous snafus and snarls that would numb my young brain.

But I also know that I had a blast doing it *for the first time.*

THE DEVIL MADE ME DO IT . . .



by the bruised, beaten, battered, and bewildered Bremer

Remember that ol' speech: "Give me your tired, your poor, . . ." Well, John Bartlett's version is "Give me your last ounce of strength, your blood, your dignity, . . . and I'll make a sailor out of you yet." The J-22 Southwest Circuit at Chandlers Landing in Dallas March 9-10 was an experience the *Flashdance* crew won't soon forget. At least not as quickly as J.B. (affectionately called "you sonovab....") forgot he had a new crew to contend with, especially the klutzy greenhorn on foredeck who tried to jump ship two minutes before the start of the first race.

Why do foredeck voluntarily you ask? Well, you don't need to question my sanity any more than I have myself this past week. When we sailed out on Lake Ray Hubbard Saturday morning, there was almost no wind -- perfect for learning foredeck. My confidence level was high; I was raring to go. When the first race was cancelled after half the boats put up their spinnakers to reach the windward mark and the other half were beating slowly, I thought "Well, we could use a little more wind." And I emphasized "little." But Bartlett asked for lots of wind and emphasized "lots." Now what did he do to deserve getting his wish that I didn't do? Must've been those few affectionate "sonovab....es" that did me in. Life just ain't fair ... and doing foredeck fits in that nasty category somewhere.

Who else was dumb enough to suffer through this with me? Well, we can put one dunce cap on Pat Manning and the other on Joanne Weberlein. And even though Joanne had a special "in" with the skipper we didn't have, it did her no good. She got beat, battered, and bruised with the rest of us. The adrenalin reaction chain went from skipper to Joanne to Pat to me. But we all know how nice and polite Pat is out on the water, so I didn't catch any four letter words other than those I hurled at myself for being so stupid and klutzy and scared.

Yes, I admit it. When the wind picked up I prayed for the boat to sink -- anything so I wouldn't have to do foredeck. I even thought about dropping the spinnaker pole overboard but knew that J.B. would use me as a human spinnaker pole before he'd give up one place on the race course. And that didn't strike me as being much fun. Every screaming run to the reaching mark had me shaking in my soggy shoes. Just the thought of a gybe made me cry, "wimp, wimp." But I kept telling myself that if Bill Levens can do foredeck, so can I. Speaking of the Bill Mitchell team ...

Hank was an inspiration to us all. The Bible passages he read to us each night before bed gave us the spiritual guidance we desperately needed. The secret Morse code messages tapped on our adjoining walls were anything but spiritual and will forever remain a secret. But Bill Mitchell was tough out on the race course with a consistency which won him 9th place overall, the highest placed AYC boat.

Claudia Foster and her team of Bruce, Keith Lackey, and Bud (a Dallas friend who used to crew with Claudia) were dyno-mite on the race course. But I am happy to report that I wasn't the only one to fall off the boat. Claudia took a quick half dunk when her foot slipped out from under the traveler during a hairy tack.

With one quick flick of the wrist, Bruce was able to pull all of her 90 lbs soaking wet on board. And off they went after only losing one boat place -- us (tee-hee!). But unfortunately this race didn't help their final standing despite their fine recovery. They were PMS'ed (and I don't mean Claudia's emotional state either) because of a black flag start. But I don't think they're complaining about their 10th overall status, especially knowing they just missed a big trophy because of being aggressive. That kind of thing happens when you're out to win.

Doug Woodward was another tough AYC contender who was even smarter off the course than on. He knew where to park his boat after the race -- next to the one whose crew brought enough food to feed all five AYC teams. His borrowed hot spinnaker helped him place 12th overall-- not that having David Jamail and Mark (two hot Houston crew) had anything to do with his success, and he felt good about beating Bartlett. But he didn't feel good about the clunking transmission on his new Safari which battled 20 mph head winds all the way home from Dallas.

Honors for being the first AYC boat rigged and ready to go went to Debra Phillips and her crew of Voldi Maki, Kathy Comer, and Lynn McGlohn. Debra and Voldi were packed and ready to go by 9 a.m. Friday morning. So by the time the rest of us arrived they were sipping mai-tais by the pool. But that didn't stop them from performing well on the race course. And Voldi and Bartlett were able to compare notes on what it was like to sail and sleep with an all female crew. Now who said these guys were dumb -- tired maybe, but not dumb.

Our 15th place in the first race (out of 39 total boats with such skippers as Paul Foerster, Terry Flynn, Kelson Elam, Farley Fontenot, Bill Draheim, and Claudia Foster) was not good news for J.B. So he drove us even harder in the second race and tried an aggressive move at the leeward mark that cost us a DSQ (40th instead of 16th) as well as a boat boo-boo. Our 9th place finish in the 3rd race exonerated us somewhat, but J.B. wanted more and bigger and better and faster. So on Sunday we gave it to him -- a 4th in the 1st race and a 6th in the 2nd race. John's glowing words of praise were "Well, I see progress."

We did win the trailer race, however, and were first at the docks to haul out and get ready for the trip home. We were the team with an abundance of real food -- we had enough for every gorilla out there as it turned out. And we did provide entertainment for the troops with imitations of "spiderwoman climbing up the side of the hull" tricks (I heard Hank, Billie, and Bill laughing) as well as educate other boats on the refinement of four-letter words if alliterated in a musical manner. But best of all, we learned something while having fun. We started working well as a team; we started to get our moves and responsibilities down to a system and, for me, I actually started looking forward to the next spinnaker gybe to see if I could do it better and faster than the last one.

So why do foredeck when the B.O. (that's Boat Owner in *after five beers* language) can do anything she wants? First of all, a good skipper should know how to do all positions on a boat in order to be a better skipper. Secondly, I can't think of a better teacher than J.B. And finally, I don't know why I wanted to try foredeck and be scared and tired and humiliated and bruised ... must've been "the devil made me do it."

1991 USYRU Championship Schedule

<i>Event</i>	<i>Item</i>	<i>AYC</i>	<i>TYA</i>	<i>Area F</i>	<i>Final</i>
Adams (Women) Age: 18+	Date: Place: Boat: Crew: Fee: Coordinator:	April 13-14 AYC TBD 3 women none David Wahlberg	June 22-23 TCYC Soling 3 women paid by AYC Nancy Flynn	July 20-21 TCYC Soling 3 women paid by TYA Glenn Lattimore	Sept. 24-28 Corinthian YC, CA Soling 3 women paid by Area F Emmy Magoon
Mallory (Men) Age: 18+	Date: Place: Boat: Crew: Fee: Coordinator:	April 13-14 AYC TBD 3 men none David Wahlberg	June 1-2 Rush Creek YC Thistle 3 men paid by AYC Dean Snider	July 6-7 Rush Creek YC Thistle 3 men paid by TYA David Beital	Sept. 8-13 Cleveland YC, OH Thistle 3 men paid by Area F Don Brown
O'Day (Single Handed) Age: 16+	Date: Place: Boat: Fee: Coordinator:	April 13-14 AYC Laser (BYOB/SYOB) none David Wahlberg	June 22-23 Lakewood YC Laser (BYOB/SYOB) paid by AYC Bruce Moore	July 13-14 Dillon YC Laser (BYOB/SYOB) paid by TYA Bruce Moore	Aug 6-10 Lake Geneva YC, WI Barnett 1400 paid by Area F George Girsword
POW (Match Racing)	Date: Place: Boat: Crew: Fee: Coordinator:	April 13-14 AYC TBD 3 none David Wahlberg	June 15-16 Chandler's Landing YC J-22 3 paid by AYC Mark Matthews	July 20-21 Lake Clinton YC Sonar 3 paid by TYA Chris Towles	Oct. 1-6 St. Petersburg YC, FL Sonar 3 paid by Area F Stu Powell
Hinman (Team Racing)	Date: Place: Boat: Crew: Fee: Coordinator:	No AYC Event	No TYA Event	Aug. 3-4 Austin YC C/C 420 6 (2/boat) paid by crew Bob Lehn	Sept. 6-13 Manhasset Bay YC, NY C/C 420 6 (2/boat) paid by crew Val Holligsworth
Alter (Multi-hull Racing)	Date: Place: Boat: Fee: Coordinator:	No AYC Event	No TYA Event	TBD TBD TBD paid by crew J.D. Smith	Sept. 16-19 Coronado YC, CA Prindle 19 paid by crew Gordon Isco
Sears Bemis Smythe (Jr. Champ.) Age: must be 13, but not 19 in 1991.	Date: Place: Boats: Crew: Fees: Coordinator:	April 13-14 AYC AYC AYC TBD 420 Laser Radial (BYOB/SYOB) 3/2/1 none David Wahlberg	June 1-2 Rush Creek YC Ft. Worth BC t. Worth BC Thistle 420 Laser Radial BYOB/SYOB 3/2/1 paid by AYC Charles Raulston	July 6-7 Rush Creek YC Ft. Worth BC Ft. Worth BC Thistle 420 Laser Radial (BYOB/SYOB) 3/2/1 paid by TYA Charles Raulston	Aug 16-24 Mentor Harbor YC, OH Mentor Harbor YC, OH Mentor Harbor YC, OH Thistle Club Junior Eur. Dinghy 3/2/1 paid by Area F Tom Romberg

A limited number of applications will be accepted for each AYC event. All written *application forms* for *AYC events* must be in the AYC office by 12:00 (noon) on Sunday, April 7. Contact the AYC Office at 266-1336 or David Wahlberg at 474-2315 (B) or 343-8167 (R) for AYC applications.

All Competitors, skipper and crew, must be USYRU members. All skippers must be AYC members and all crew must be members of a sailing club which is a direct member of USYRU. A complete set of competition regulations is on file in the AYC office. Read these regulations carefully to ensure your team is eligible. *Please do not enter unless your are able to go on to the next level if you win.*

AYC KEEL HANDICAP FLEET PHRF RATING COMMITTEE REPORT

by Dennis Awbrey



The AYC-PHRF Rating Committee is moving into the 2nd rating quarter of 1991. Ratings are reviewed on a quarterly basis using the following procedure. The rating quarters begin each year in January. The first month of each quarter is a closed meeting used by the Rating Committee to review requests for rating changes and to begin putting together data and information relevant to the rating in question. It also allows the opportunity

to announce to the membership ratings which are scheduled for review at the open meeting. The open meeting, which occurs during the 2nd month of each quarter, calls *all* interested parties to present written and/or oral evidence to support their position. An interested party is anyone who feels that they may be affected by a change of the rating in question.

If you would like to have your own rating reviewed, or any other rating reviewed, please send a brief statement c/o PHRF Rating Committee to the AYC office. Remember, you will have an opportunity to present detailed information at the open meeting in the 2nd quarter.

The open meeting is followed by a closed meeting in the 3rd month of the quarter in which any additional evidence is evaluated and a determination is made regarding the rating(s) in question. If you would like more details on the rating procedures, contact any member of the committee or the AYC office.

NOTICE: Deadline for rating review requests for the 2nd quarter is April 21, 1991. During 1991 the Rating Committee will meet on the 2nd Thursday of each month at 7:30 p.m.

The Rating Committee has recently established the following policy:

The "fairing" of hulls and appendages will not, in and of itself, constitute cause for a rating review of a boat.

For the purpose of the foregoing, the term "fairing" shall mean the reshaping of hulls and/or appendages of a boat, the result of which is to cause such hull or appendage to conform to the class (or builder, as applicable) approved line drawings.

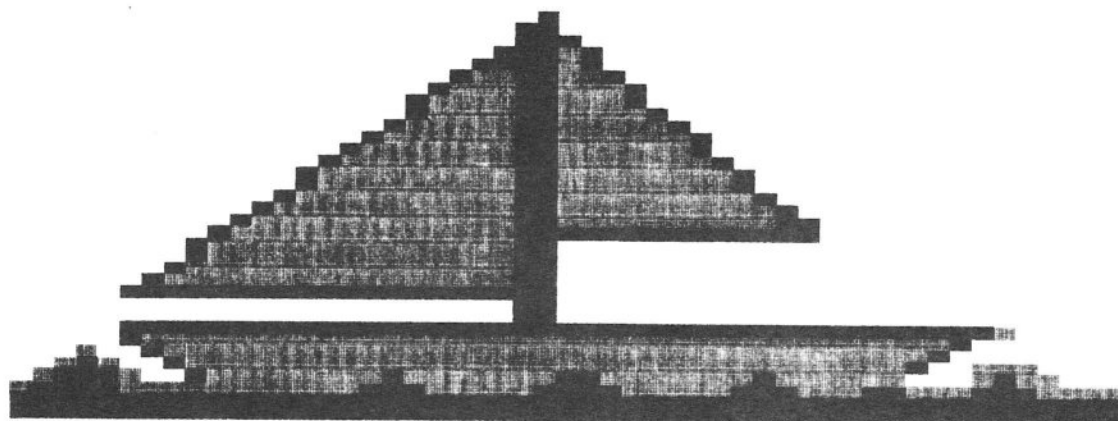
By way of elaboration, any reshaping of hulls and appendages which does not cause the hull or appendage to conform to the approved line drawings will subject a boat to rating review. Intent is not controlling. IF the process is attempted, it must succeed, failing which, the boat is subject to protest, and possibly re-rating.

PHRF RATING COMMITTEE REPORT (cont.)

The following were issued rating certificates during the past quarter: MIKE WILFLEY/Catalina 27/Rated 201, DAN HOWLAND/J-29/Rated 108, and RICK SHARP/J-30/Rated 138. A provisional rating of 243 was given to JOHN WELCH/Blackwatch 24. A clarification and correction was made on the Pearson 303 rating. The base rating is 180. A 6-second allowance is given for fixed props. A Pearson 303 with a fixed prop rates 186.

The AYC-PHRF Rating Committee members for 1991 are:

DENNIS AWBREY, Chairman
HAP ARNOLD
JACK BREMER
MIKE CHAMBERS
RUSSELL PAINTON
JOE THIEL



W H A T A S H O W ! ! !

DON'T MISS ROCK STAR SCOTT YOUNG
AND USYRU JUDGE EXPERT BOB GOUGH

AYC RACE CLINIC #2
(TACTICS, PROTEST PREPARATION)

Saturday, April 27, 9:00-4:00

MAKE RESERVATIONS EARLY -- CALL 266-1336

\$10 EACH INCLUDES LUNCH AND BEER AFTER

F L E E T T A L K

A-FLEET NEWS

by Gail and Mike Mayfield



Because the Red Eye was canceled, A-Fleet won the opportunity to start the 1991 racing season with Race Committee duty. (We know some of you think the season starts with Spring Series!) Despite shifty winds at the start, the A-fleeters demonstrated award winning form in conducting the race. Many thanks to GAIL and DAVID BERNSTEIN, MARY LYNN and RUSSELL PAINTON, TED SMITH, TRACEY ASHERFELD, and the Purple Sages for a job well done.

Despite promised higher finishes by the guest skipper from the red Olson, the purple Olson watched Frostbite series from the back. One should not take anything away from the red Olson foredeck crew however; Steve Jr. must have been looking for a write up in a national sailing magazine when he took a swim in the middle of a jibe - literally folks - he even managed to yell out a frozen 'jibe complete' after his swim and recovery. Fortunately, we ripped our headsail shortly thereafter and withdrew (not so that Steve could warm up, but it worked out anyway!) Two other A-fleet boats also withdrew minus sails, the red and white Olson also minus a hatch cover. In the meantime, TERRY MEYERS placed second in this race and went on to win the series with a 2-2-1 showing. Nice job, TERRY!

The "Olson 30 World Famous Ocean Racing Syndicate" (VAUGHAN / SPADEMAN / SMITH / MAYFIELD) is gearing up for another Texas Offshore Racing Circuit chal-

lenge. OBSESSION will once again venture into the salty waters off Galveston to uphold AYC's honor (OK - maybe just the WFOR's honor) AND to do some serious partying! If we are successful (!), details will follow in a future Telltale.

That's enough for now,
Your humble,
Purple Sages

B-FLEET NEWS

by Rick Sharp

The first days of March promise great sailing to come -- 85+ degrees and 15++ winds. I hope as the Spring Series comes to an end we can say that it held true all the way through.

The Frostbite Series was anything *but frostbiting* with beautiful weather but less than the strong winter winds one might expect. First place was locked up by KURT CARSON on his J-24, and second place had a three-way tie going into the last race. A strong showing by all on TOM LOTT's Lindenberg 26 showed that WILD TURKEY was wild but certainly not a turkey as they took a second followed by LONE STAR in 3rd and VOLDI MAKI on his J-22 in 4th. We had the largest fleet, and it made for some fine racing.

The opening race of Spring Series had some fine winds, and I was privileged to see some great knock downs. MIKE



B-FLEET (cont'd)

CHAMBERS might not have washed off his spreaders the hard way, but he came mighty close. ED RADZIK on his Capri 30 was doing a nice 360 in open water for no reason other than a hung jib sheet. Last but not least, LONE STAR had a serious round up and was about to cut a Moore 24 in half when, as luck had it, a shackle parted and saved me. I'm not sure but I don't think a J-30's number is the same as a Moore 24's, but he was right beside me. Oh well, maybe I'll get better or he'll slow down. It was great fun.

If any of you have inputs for the next Telltale, give me a call and I'll put them in.

C-FLEET NEWS

by John & Louise Vance
(from the viewpoint of PATIENCE)

We have some news to catch up on since we didn't get anything in for the last Telltale. DAVID WAHLBERG got his picture (his boat CAVEAT, that is, not hairy David himself) in the paper during the Frostbite Series. The photograph captured the surreal scene of the first race with misty steam coming off the water and with frosty whitecaps from the gusty winds. DAVID won this race (as usual nowadays) but only 2:11 separated the first four finishers. RAY SHULL was 2nd, and BAY PETERSON finished just 11 seconds behind our 3rd place.

C-Fleet is continuing to vie with B-Fleet for the most boats competing. We had an average of 10 starters in the Frostbite Series and had 10 for the first race of the Spring Series. One of our newest members, TED SCARDAMALIA, is doing quite well with his Columbia 8.7 in a very competitive fleet, finishing 4th in two races during Frostbite.

The really hot news in C-Fleet is that DAVID WAHLBERG already appears to be headed toward another Keel Fleet Championship for 1991. But the rest of us are not going to just stand around and watch him do it. C-Fleet had three of the top five in last year's championship (no, we can't stop saying that), and RAY SHULL would probably be in that group also except that he only sails the SJ 7.7 when it's cold weather. EDDIE CALOGERO came out for Spring #1 with a new bottom and had almost disappeared over the horizon (in the lead) when he had a gear failure from the high winds. Meanwhile, GARY COOPER has shown some real flashes of light-air speed with his new Genoa on AMERICAN EXPRESS.

Speaking of Spring #1 (with the *very* high winds), we were beating to weather on PATIENCE with six on the rail, looked over to see who was so close to leeward, and LO -- there was BAY PETERSON with one (1)! crew member on his Catalina 27. Doing quite well, thank you, and later on flying the chute! BAY has really been showing C-Fleet the potential of those C-27's. We missed TRENTON WANN and SWEET AGONY in Spring #1. They are usually near the front when they race. See you on the water ...

F-FLEET NEWS

by Mike Allen

F-Fleet was well represented at the Opening Day Ceremonies and first race of the 1991 Spring Series. It was a blustery day with winds from about 165 degrees at 12-25 mph. Five boats from F-Fleet tested the windy waters and had a spirited ride around the 1-3 course.

After the ceremonies and a recall of the first start, the races began. TIM VICKNAIR in a Spirit 28 led the F-Fleet finishers with MIKE WILFLEY sailing a Catalina 27 to 2nd place. MIKE ALLEN in a Catalina 25 TM captured 3rd, and HAL WHITE in another Catalina 25 TM was 4th. DR. MCINTYRE in a Chrysler 22 finished 5th.

All in all it was a great day for sailing and the post-race stories were abundant. Yours truly had to confess to a poor decision during the course of the race. After reaching the weather mark and being faced with a long run, two reaches, and a short weather leg, I decided to make a sail change from a 110% headsail to a 150% headsail, betting that the wind would decrease somewhat through the remainder of the race. Unfortunately the wind continued to build, and we were overpowered on the reaches and the last windward leg. Not to mention the time lost in changing the sail was more than it should have been. Oh well, live and learn.

See you on the race course.

ENSIGN NEWS

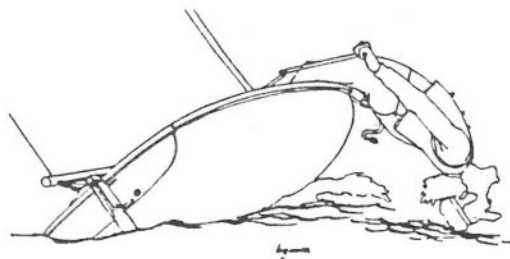
by Dan O'Donnell

Now that Opening Day has come and gone along with the first race of the Spring Series, everyone knows who got their boat ready to go on time. For those who couldn't get their act together and their boat ready (who? me?), maybe you can make it before the Spring Series ends.

For those who plan ahead, Fleet 2 and the Houston Yacht Club will host the Region 4 Championship this year. The practice race is on Thursday, June 27, with five Championship races scheduled for June 27 through Saturday, June 29. Loaner boats will be available if they are reserved by May 1. For more information, call me -- Dan O'Donnell.

For those who plan even farther ahead, the 1991 Nationals will be hosted by Fleet 32 and held at the Noroton Yacht Club in Connecticut. Dates are August 18 through 23. If you need more information, don't call me -- now you know as much as I do.

One last thing -- don't forget National dues.



J-22 FLEET NEWS



From Under the Tumtum Tree ...
by Steve Brown

BANG! BANG! BANG! Three shots ripped through his groin. As he lay in a pool of blood ... Ah, but more important stuff needs attention, so back to this later.

JOHN SAUNDERS, yes *that* JOHN SAUNDERS, the kite flyer, is our newly victorious fleet champion, proving once again that a hard head is not a liability in J-boat racing.

It is my understanding that MAX ROCKOFF has purchased DEUCE COUPE. Welcome! Welcome! Get your crew organized and let's see her on the line. You're in for a real treat.

As mentioned last time BONNIE, KEITH, JACK and VICKI are now involved in this kind of fun. Could there be an Adams Cup team in this fleet somewhere? Put your money on it!

We done good for a small fleet!
At the Opening Day Ceremony Gail mentioned that five boats and six skippers were racing in Dallas at the circuit, yet we still had enough boats to make fleet here at AYC. Of course, we can always do better. There are a few boats we haven't seen for a while. Come on back; we're still having fun out there.

But back to the circuit for a moment. The winners from our fleet were MITCHELL-9, FOSTER/LACKEY-10, WOODWARD-12, BARTLETT/BREMER-13, and PHILLIPS-28. These scores don't tell the real story. The FOSTER/LACKEY boat had some very good scores that might have won

the regatta except for a pesky code flag Z that wiped out a second in the last race. The BREMER boat got crunched at a mark and lost its protest knocking it out of a top ten finish. The top three finishers were Paul Foerster, Kelson Elam, and Bill Draheim. Any of those names ring a bell?

This was the largest turnout for the circuit with 39 boats. The Southwest Circuit this year is getting a great deal of top name attention for J-22 Worlds are to be in New Orleans June 10-14. Also, please note that the next stop is Shreveport, April 13-14, with Austin to follow May 11-12. DEBRA's going to need your help so feel free to volunteer.

The big lesson to learn from the Dallas circuit stop is that you can't win when you swim, i.e., your overall position will not improve with the skipper or crew in the water. Don't believe me. Just ask VICKI or CLAUDIA.

My, my, where does the time go? I know I promised to get back to the gunshots and groins, but I didn't say when. Maybe next time. 'Til then, see ya on the race course.

MORE J-22 NEWS

from the Sea Hag

The Ides of March/J-22 Circuit Regatta was an event marked by general recalls, plenty of boat nudging and scrapping, and one totaled boat. Boats tended to go around the course in close formation. It was very aggressive racing. One boat had three bullets and finished 7th overall. In addition to the fine finishing positions of the Austin boats, please note the top five finishes for individual

J-22 NEWS (cont'd)

racers: Race #1 -- 4th FOSTER; Race #3 -- 2nd FOSTER; Race #3 -- 2nd FOSTER; Race #4 -- 2nd FOSTER; Race #4 -- 4th BARTLETT; Race #4 -- 5th WOODWARD.

With the Austin Circuit scheduled for May 11-12, every effort is being made to make AYC a hospitable place for this event. If you have any suggestions, please let me know. Following is a list of volunteers already signed up and a list of jobs still to be assigned. If you don't volunteer, and have been seen on a J-22 in the last year, you will be receiving pesky phone calls.

JOBS: Sailing Instructions/Mark Rylander; Judge Selection/Doug Woodward; Friday Night Registration/Claudia Foster; T-Shirts/Lynn Sutter; and Boat Launching/Mark Rylander.

Volunteers Needed For: Saturday Morning Registration, Saturday Continental Breakfast, Saturday Box Lunches, Saturday Protest Committee, Saturday Night Dinner, Beer, Sunday Continental Breakfast, Sunday Box Lunches, Boat Pulling, Sunday Protest Committee, Scoring, Trophies. We sure could use your help!!

In the chilly winter months several die-hards were observed on Lake Travis. For their undaunted efforts to reduce the on-board wind resistance of foul weather gear, I would like to give honorable mention to CLAUDIA FOSTER in hot pink, hip hugging leggings at the helm, VOLDI MAKI in spandex pants in the pit, and KATHY COMER in a full lycra/spandex body suit on deck. Some folks just shiver better than others.

J-24 FLEET NEWS

by Ghost Writer #2

I was told that it was my turn to be the MICHAEL WELLMAN replacement or ghost writer for the Telltale (I think that means I don't give my name). MICHAEL WELLMAN is currently stationed in San Antonio (not too bad). You may even see his face around the club or on the lake.

Opening Day was lots of fun for the J-24 fleet. We had 11 boats on the line and some great wind. The nameless LIVINGSTON/CHEATHAM boat was fast taking a bullet in the first race but suffered spinnaker problems leaving first place honors to DAVE BROADWAY and crew on SUPERMAN for the 2nd race. In general there was super competition and all races were close, typically having 2-3 boats finishing only seconds apart.

Several of the fleet members are off to Fort Worth and another circuit stop, so our fleet should be well represented. Good luck and, hopefully, we will have some good circuit news to report next Telltale.

Following the race JANIS LIVINGSTON, our social butterfly, had her debut providing soup, sandwiches and drinks for the fleet. The split pea soup prepared by DANNY and NORMA LIEN was excellent. (Can we have the recipe?) The warm soup was especially appealing for the cold sailors coming off the lake. During the after-race festivities the committee of judges determined the winner of the "name the circuit stop" contest. Congratulations go to ROD and WANDA MALONE for their entry: Texadillo Regatta. As winners they receive a dinner at

J-24 NEWS (cont'd)

their favorite restaurant. We will continue having some sort of social gathering after the races, so come out and join in the fun.

Thanks to DAVE BROADWAY for the newsletters; keep up the good work. If you haven't paid your annual fleet dues, please do so as soon as possible so you can continue getting the newsletter. The newsletter is the fleet vehicle for information on upcoming sailing and social events. The fleet has a lot planned, so join the fleet and stay tuned for more details.

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CENTERBOARD FLEET NEWS

by Fred Stearns

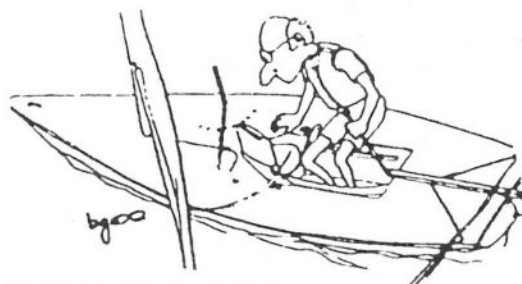
After a winter of getting spoiled sailing keel boats, it's approaching the time to get back into the "real" boats. The weather is warm enough, the winds are good, but the water is still a bit nippy. Oh well, the water ought to warm up in a couple of weeks (OK, I'm writing this in the middle of March). Now if I can only get the seats back in my Harpoon.

As usual, the Centerboard Fleet had Race Committee duty for the Opening Day races. After two attempts to run races last year with the winds on vacation, the wind Gods were with us. With winds varying from 15-20 mph and gusting to 25, it was a rather exciting race. The J-24's had a rather lively attempt at a first start. I never did hear the expected crunch of shattering fiberglass. With about half the fleet over early, they had a second chance and had a competi-

tive, but not so crowded, start. Everyone was finished well before dark.

By the time this gets out, the Spring Series will be mostly over. I'll finish by sailing with GARY COOPER though it seems he may do better singlehanded his Catalina 27. Then comes the Spring Regatta on April 20-21, and also the Centerboard Regatta on May 4-5. Almost back to back. That ought to be exhausting if the winds are at either extreme. Then Turnback? That's three regattas in six weeks. Anyone want to do Turnback in a Centerboard?

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LASER FLEET NEWS

by Fred Schroth

Top ten reasons not to sail a Laser (or Sunfish) this summer:

- 1) You would rather stand on shore and brag about how much you love racing sailboats.
- 2) It has been so long since you last sailed your Sunfish that you forgot where you stored the spinnaker.
- 3) You know you would have fun and you hate it when a jerk like Fred is right about something.
- 4) You hate racing sailboats and the only reason you ever come out to the club is to show off your new outfit or automobile.

LASER NEWS (cont'd)

5) You are not all that athletic and the idea of competing with specimens like SHIRLEY SLAUGHTER and BILL MITCHELL is intimidating to the point of nervous breakdown.

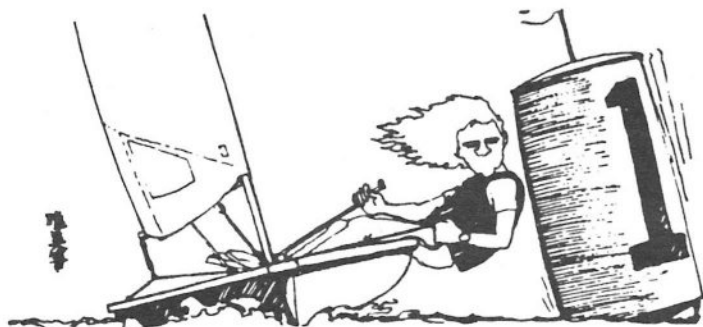
6) You are too old. Either this means you are older than HAP ARNOLD or EARL GAIRLOFF.

7) You hate sailing in a fleet where all the boats are equal because you will know exactly how well you are doing.

8) You are used to finding a Rock Star to steer for you when you wish to win a race and you can't crew on a singlehanded boat.

9) You sail in the back of your fleet and since GARY COOPER used to sail back there with you, before he got his Sunfish, you're afraid the practice may force you to leave the back of the fleet and become a winner just as GARY did.

10) You hate it when SCOTT CHENEY sails in front of you all the time and your ego is too fragile to accept that a kid who was 3rd in his last world championship is better at something than you are.



SUNFISH FLEET 70 NEWS

by the big eared gecko

It's no surprise that we Sunfishers have not been sailing our boats too much over the winter. Since nobody seemed to want to sit around waiting for warmer water, Cap'n SHIRLEY decided to see if everyone could handle wheels strapped to our feet as well as fiberglass under our blue moonies. Fact is, there were fewer crashes at slower speeds than we usually see on Wednesday nights.

Beyond that, this big eared gecko is having a hard time thinking of things to fill up the page. HAP told me some jokes, but the screen on my computer melted when I typed them in. I put my gecko ears to the ground for good gossip. I even eavesdropped on CLAUDIA's phone calls. All to no avail.

But wait, Sunfishers on parade did the following notable (or real dumb) things. JAN THOMPSON did Opening Day. She's still looking for a boat, but Sunfish is really a state of mind so she's a certified fleet member. Sunfishers are responsible for getting rid of the cobwebs on the clubhouse ceiling. Our fleet champ CLAUDIA managed a less than graceful fall right out of a J-22 while driving in a circuit race in Dallas. I thought this was very unique until I heard that VICKI BREMER took an unexpected dip 2 minutes before the 1st race in the same regatta. Austin Sunfishettes were getting a strange reputation up there.

SHIRLEY is getting things together for our upcoming regattas and Wed. Series. Be there or we'll write about you next time.

C-15 FLEET NEWS

by Claudia Foster

Spring has sprung and that means centerboarding is here again. A planning meeting and spaghetti dinner was hosted by WADE & CATHY BINGAMAN. The dinner was lightly attended due to many sick children, but those of us who did make it were treated to a great meal prepared by CATHY BINGAMAN and BONNIE LACKEY. A planning meeting followed with lots of events to put on the calendar. C-15'ers are planning to get a super turnout for the Spring Regatta and everyone is very excited about the one-design, round the buoys format. A practice day has been scheduled for Saturday, April 13, to get ready for the regatta. Another practice day has been scheduled for April 27 to warm up for the Centerboard Regatta the next weekend.

From all reports Opening Day went off without a hitch for the C-15'ers and centerboarders handling race committee. A big thanks to BOB MUSSELMAN for heading things up along with his C-15 helpers including DAVE ZBASNIK, JON FITCH, LESLIE SMITH, LOUIS ROGERS, and WADE BINGAMAN. A job well done, guys!

That seems to have brought everything up to date. We're looking forward to a great racing season. See you on the wire.

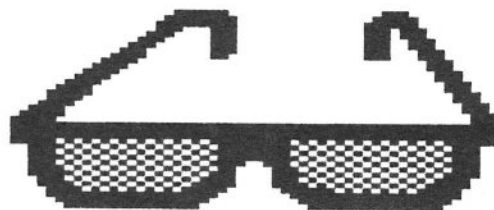


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266-9804

That's the new AYC fax number. You can't make the AYC history books by being the first regatta registrant to fax us a completed and correct registration form -- ERIC NELSON beat you to it! But we hope it helps you as much as it has already helped us. Faxing Telltale articles in order to meet the deadline is only one of its many uses we have found helpful.

* * * * *



AYC CALENDAR CHANGES

(Please mark these changes in your 1991 AYC Directory)

- August 10-11 --
Jr. Roadrunner Regatta and
TYA Jr. Circuit and
AYC Jr. Club Championship

(There will be a Junior start at the Governor's Cup Centerboard Regatta June 29-30, just not the TYA Jr. Circuit that weekend.)

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