

# Telltale

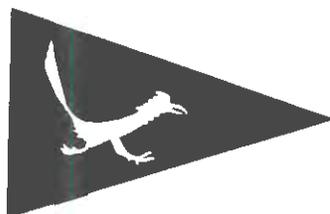
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A U S T I N · Y A C H T · C L U B

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SEPTEMBER-DECEMBER 1993



AUSTIN YACHT CLUB  
5906 BEACON DRIVE  
LAKE TRAVIS

AYC OFFICERS

COMMODORE ..... Roy Smith  
VICE-COMMODORE ..... Dave Henderson  
SECRETARY ..... Michal Wann  
TREASURER ..... Dennis Awbrey  
RACE COMMANDER ..... Eric Nelson  
BLDGS & GRNDS COMMANDER ..... Danny Lien  
FLEET COMMANDER ..... Ted Smith  
PAST COMMODORE ..... Dave Wahlberg  
SAIL TRAINING COMMANDER ..... Claudia Foster

AYC FLEET CAPTAINS

CATALINA 22 ..... Pete Harper  
CENTERBOARD HANDICAP ..... Fred Stearns  
CORONADO 15 ..... Jon Fitch  
ENSIGN ..... George Dahmen  
420's ..... Jay Allen  
J-22 ..... Max Rockoff  
J-24 ..... Michael Wellman  
KEEL HANDICAP ..... Steve Vaughan  
    A-FLEET ..... Ted Smith  
    B-FLEET ..... Claude Welles  
    C-FLEET ..... Bay Peterson  
    D-FLEET ..... Nelson Reynolds  
    E-FLEET ..... Dave Boerner  
    F-FLEET ..... Leon Lance  
LASER ..... Fred Schroth  
ONE-DESIGN ..... Eric Nelson  
SOUTH COAST 21 ..... Steve Gay  
SUNFISH ..... Martha St. Romain

COVER PHOTO COURTESY OF  
Ty Johnson

AYC sailor Cynthia Casto (Sail #76907), center, is hot on the heels of Gary Cooper, right front (no sail # visible) and is beating Tommy Gairloff (Sail #76832), left front, during the second race at the Town Lake Sunfish Regatta in downtown Austin.

BUSINESS OFFICE ... 266-1336  
CLUBHOUSE ... 266-1897  
FAX ... 266-9804  
TELLTALE FAX ... 345-0140

SEPTEMBER-DECEMBER 1993

# FROM THE COMMODORE ...

Roy Smith



As we wind down another year of sailing activities, I would like to review some of our club's accomplishments.

- We have completed most of the flood-related rebuilding activities. The clubhouse and office were completed earlier this summer, and cabins 4-7 are being put back in service as I write this. We are leaving evaluation and construction of some items for next year (such as cabins 1-3), so let the Building & Grounds Committee know what your preferences on club improvements are.
- The Jr. Sailing Program continues to be a big success. We had many more reservations for camps, Peanut Butter & Jelly sessions and other activities than we were able to accommodate. Many thanks to Claudia Foster and the Sail Training Committee for their contributions this year. Also, special thanks to Mark Rylander for coordinating the design and contracting for the new sail training pavilion and dock. I'm sure it will get a lot of use in the coming years.
- We revamped our racing schedules to provide longer series with open weeks before major regattas. Even though our membership is increasing, our regatta participation is down from past years. If you have suggestions for improving our regatta formats to increase participation, please pass them on to the Race Committee.
- The Harbor Committee completed negotiations with neighboring landowners for the access rights we need to be able to move our docks when the lake level is low. They have also completed plans and contracted for improvements to the rigging dock and dock 7. Plans are continuing for replacement of one of the docks in the main cove also, but constructions will probably not start until next year.

Thanks to all of the volunteers who helped make these projects successful this year.

The LCRA has been holding meetings around the lake recently to solicit input they can use to prepare long-range plans for Lake Travis. Key items of discussion are safety, water quality and recreational access to the lake. If you would like to provide input to LCRA and could not attend one of the meetings, please send them a letter indicating what you would like to have included in their plan.

I have felt honored to serve as your commodore for the past year. In my opinion there is truly no finer sailing club in the state than the Austin Yacht Club. Our facilities, our racing program, our social events, and our members are exceptional. Thanks to all of you for making our club what it is today.

Let's all have fun and sail fast.

FROM THE EDITOR . . . .



TELLTALE STAFF

COMMODORE . . . . . Roy Smith  
EDITOR . . . . . Vicki Bremer  
PHOTOGRAPHIC EDITOR . . . . . Ty Johnson

SPECIAL CONTRIBUTORS

Roy Smith, Becky Heston, Michal Wann, Bob Farmer,  
Hank Kleespies, David & Gail Bernstein,

FLEET CONTRIBUTORS

Steve Vaughan, Claude Welles, Bay Peterson, Leon Lance,  
John McBride, Fred Schroth, Bruce Foster

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Michal Wann

## IN A NUTSHELL ...

### HIGHLIGHTS OF THE JULY, 1993 BOARD OF DIRECTORS' MEETING:

- With the new AYC cabins nearing completion, the Board determined that they will rent for \$36 per night for AYC members and \$50 per night for non-members using reciprocal privileges through other yacht clubs. It was also decided that the screened shelters will rent for \$5 per night and that reservations will be accepted upon the same basis as the cabins.
- The Board approved funding of \$150 for Leiter Cup registration for Sarah Baker, plus up to \$150 for travel expenses if assistance cannot be obtained from U.S. SAILING for that purpose.
- Fred Schroth requested and was approved to receive funding of 75% of actual costs for registration and travel to participate in the O'Day Cup.
- Dave Henderson suggested, and the Board voted to explore, the possibility of obtaining sponsorship assistance from Nautica. Dave Henderson was asked to obtain more details about the terms under which sponsorship might be available and to report back to the Board.

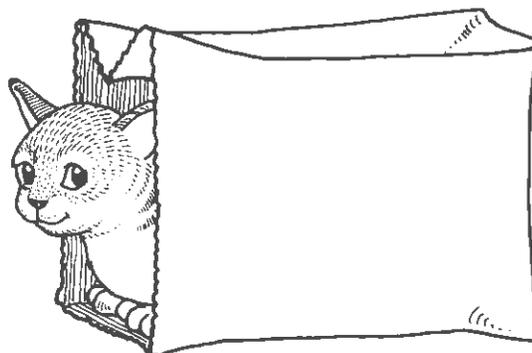
### HIGHLIGHTS OF THE AUGUST, 1993 BOARD OF DIRECTORS' MEETING:

- Joe Lowe of the Travis Landing Homeowners Association addressed the Board to express the concern of the homeowners that they and AYC continue to be good neighbors and to work together in harmony so that members of both groups could continue to enjoy their respective facilities. He requested that the lease which is being negotiated for access to and use of the South Cove contain a stipulation that AYC ground tackle for docks in the area not interfere with use of the Travis Landing boat ramp by the homeowners. The Board directed Ted Smith to work with the homeowners to finalize the lease in accordance with the intent of both parties.
- The Board unanimously approved the Facilities Usage Request for the Singlehanded Regatta, with the stipulation that the participants avoid interfering with the Roadrunner Regatta scheduled for the same day, and that they use only one chase boat.
- The Board accepted Bob Farner's presentation of a traveling trophy which he won at the Capri 22 Nationals held recently at the Illinois Valley Yacht Club, along with a burgee from the club. Both the trophy and burgee will be displayed in the AYC clubhouse. Congratulations, Bob!
- The Fall Regatta budget was approved by the Board with the stipulation that U.S. SAILING members receive a discount on registration.
- The Board gave unanimous approval to the sponsorship again this year of the Town Lake Sunfish Regatta to be held September 11.

FROM THE SECRETARY (cont'd)

- Wednesday night Laser/Sunfish races will continue for an additional three weeks to allow for a six-race series to determine the AYC singlehanded championship.
- Craig Tapley addressed the Board to propose that AYC host the 1994 Flying Dutchman Nationals on Tuesday-Thursday following the 1994 Governor's Cup Regatta. The Board voted unanimously to approve the Facilities Usage Request for hosting the event and directed Craig to follow-up in December/January with detailed plans for the event including a budget, event chairperson, race committee, etc., to ensure that the event is well-planned and in keeping with the standards expected for a national event.
- Dave Henderson reported that discussions are still underway with Nautica and that the company has requested cost information for Governor's Cup in order to continue evaluation of sponsorship of the event. Preliminary indications are that Nautica is interested in a continuing relationship and that such sponsorship would give this event more publicity and enhance participation.
- The Board approved reimbursements to Joanne Weberlein for food and travel expenses to the O'Day Nationals and to the Adams Cup team for meals and travel expenses for their trip to the finals in Marblehead in September.

**THIS IS THE LAST TELLTALE FOR 1993.  
HOORAY, NO MORE DEADLINES TO MEET!!!**



# WELCOME TO AYC'S NEW MEMBERS



**GEOFFREY ANDRON**, college professor and consultant for stock market investments, is actively racing a Laser.



**JOHN GRZINICH** and wife ANN MARIE live in Austin where John is an engineer at IBM. They hope to own their own boat someday.



**JEFF CONKLIN**, founder and chief technical officer for Corporate Memory Systems Inc., sails a Hunter 25.5.



**JEFF HARDESTY** and wife PEGGY love to sail. Jeff currently races his Laser on Wednesday nights.

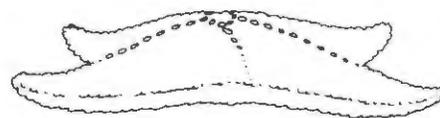
# WELCOME TO AYC'S NEW MEMBERS



**LINDA HAYES**, an aerospace professor at UT, is interested in racing a small boat and crewing on a larger boat.



**MICHAEL HORTON** and wife BETSY purchased the McClung's J-22. Michael is a clinical pharmacologist.



**CONGRATULATIONS** to Nelson Reynolds who became certified as a club race officer by U.S. SAILING about a month ago.

# CAPRI 22 EASTERN NATIONAL REGATTA

by Bob Farmer

OK, why would anyone drag a 2,200 lb fin-keel boat all the way to Peoria, Illinois to race in a muddy river? Well, it had something to do with finding out how we would stack up against the best in our class and/or it may have been we were tired of getting beat-up by the thugs in "C" Fleet and wanted to find out if we really were that bad. Whatever the reason, in March we made the decision to go-for-it.

The first order of business was a bottom job (done right this time). So with electric drill in hand we (I) set out to remove ALL previous coats of bottom paint. For those of you who haven't tried this, it's really a good time and you get to meet a lot of nice people (fools)! Another necessity was new sails. The main and 135 genoa were new but we were in dire need of a 155 genoa (just in case there are places in the world where it doesn't blow above 10 knots every day of the year). This purchase paid off since the 155 was the only head sail we used the entire regatta.

June arrives and panic begins setting in. The bottom is not complete and time is quickly running out. With one week to go we hadn't started painting the new epoxy and Bartlett had every one of our sails to either measure and/or repair. I was ready to call off the whole thing, but with some encouragement from friends and a few fellow club members, we pressed on.

Once the decision was made to go, our goal was to make it to Peoria in time for the Thursday practice race. Upon arrival Wednesday afternoon (20 hours driving time) we immediately finished wet sanding the bottom (I told you things were down to the wire). This garnered quite a reaction from the locals with comments like, "These guys must be serious." The next activity before launching the boat was to install new halyards, another great idea until we broke the lead line off inside the mast and spent the next few hours trying to refeed a new line. The friendly gathering around our boat sort of drifted away once the four letter expletives began.

Anyway, on to racing ...

Thursday's practice race was attended by about half the entrants. The top skippers (last three national champions) did not compete. We won the race in a close finish with former Purdue University sailing captain Charity Monroe. We were real encouraged by this race thinking that we had a chance to finish in the top five and meet our goal to win a trophy.

Friday, Race #1 -- We had a great start and held on to win (the trophy possibility is looking good).

Friday, Race #2 -- We started in the middle of the pack and watched last year's champion, Bill Mitchner, do an horizon job on the rest of the fleet (gulp). We finished second.

Day #1 -- We finished the day in first place. The local Saturday morning newspaper read "Texans take an early lead" ... what a thrill!

Saturday, Race #3 -- Racing in very light air and strong currents we were 100 yards from the finish in first place when the wind died completely. The current was pushing us and the other lead boats away from the line. The racing instructions listed a 90-minute time limit for this race. As we drifted, the time limit expired although no signal was made by the race committee. Shortly, the wind filled from behind and boats still near the leeward mark hoisted spinnakers and blew by the lead group with us being scored 7th. Back in the clubhouse, we questioned the time limit stirring up a lot of unintended hard feelings (the Texas contingency was no longer a popular novelty). Anyway, though not announced until Sunday morning, this race was thrown out.

Saturday, Race #4 -- We let the controversy of race 3 distract us. We started poorly and a newly motivated competitor covered us the entire race. We finished 5th, dropping us to 2nd place overall, 2.25 points behind last year's champion.

CAPRI 22 NATIONALS (cont'd)

Saturday night spirits were pretty low, but after some soul searching (and a few 12 oz. attitude adjustments) we thought back on what it took to get here and decided to forget the troubles and have some fun (or as Fred said "kick a \_\_ and forget their names").

Sunday, Race #5 -- We began the day with a new attitude. We set up the boat blasting Bob Marley on the radio and headed to the line with nothing to lose. All we needed to do was win one race and beat last year's champion both times (it could happen). OK, to make a long story ...shorter, we won race #5 leaving us in a tie going into the final race.

Sunday, Race #6 -- This was setting up to be a drag race. The course was a 3-leg windward/leeward. We started in 3rd and managed to pass the 2 boats ahead of us on the last leg to win the National Championship!

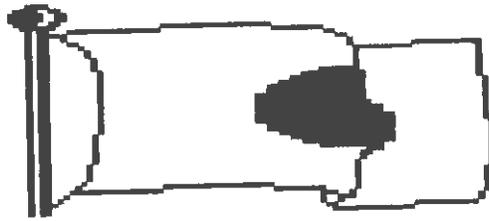
A few notes of merit: We sailed in true family style with my wife Suzanne as middle crew/organizer, my son Cody as spinnaker trimmer, and my good friend Leonard Ekberg on foredeck.

Thanks to John Bartlett for the great set of sails ... we were the fastest boat (hope the prices don't go up) and to Fred Schroth for all the help on that great bottom job (nearly every competitor came by to check it out when we pulled the boat from the water).

And, finally, thanks to AYC for preparing us for top level competition. Without question, our race management at AYC is excellent.



# TOKYO NEWS



from Gail and David Bernstein

I was not aware of the reputation I left behind! After two years as commodore, I thought there might be a favorable remembrance (i.e., purchased flood insurance or balanced budget). However, Nostradamus must have written his "Mid-Season View Forward" predictions based on different memories. With a reputation like that I guess we'll just have to sell Windward Magic and move out of town. Of course, the honorable thing to do would be to commit seppuku (alias harakiri). But I think we'll stick with selling the boat and moving to Hong Kong.

Now on with how I spent my summer vacation ...

We did climb Mt. Fuji. Going up on Saturday, David was not impressed. There were no spectacular views. Looking up we just saw ugly black volcanic rock and looking down we just saw clouds. However, Sunday was totally different. Sunrise from Fujisan (san is Japanese for mountain) was definitely spectacular. Fujisan is the tallest mountain in Japan at 3,776 meters (about 12,400 feet). Sunday morning, after the sunrise, the clouds dissipated and the view was wonderful. We could see about 200 miles in all directions. The climb up took about seven hours. The trip down was much faster and took only three hours. Anyone coming to Japan during the summer should include Fujisan in their itinerary.

We also found a yacht club in Tokyo. Around the first of August I picked up the Koto-ku bimonthly newsletter. I wanted to read an article about the Fukagawa Matsuri, and there was also an article about the Yumenoshima Marina. It just opened in May, has slips for 600 boats, and is one of the largest marinas in Japan. The last Saturday in August we decided to check out the marina. There were gates on every dock but, in typical Japanese fashion, they were wide open. No one would think of stealing anything in Japan. So in typical gaijin sailor fashion we went right out on to the docks. We helped rescue one boat trying to back into their slip which was directly into the wind. Also saw a brand new boat being decorated for a christening party and were invited aboard a third boat. Mizutani-san (san also means Mr. or Mrs. in addition to mountain) invited us to join them for a drink. It turned out the boat was owned by a Buddhist monk. I am not sure the boat actually sails but, with all the electronic equipment on it, it will never get lost. Mizutani-san also invited us to go sailing in two weeks on someone else's boat. He is very free with his invitations to use other people's boats! They all belong to the Tokyo Yacht Club and insisted we stay that evening for a yacht club party. It was to be held on the dock by the TYC commodore's boat. When we arrived at Sakata-san's boat, a Swan 36, a group of about 15-20 people were gathering and starting to prepare dinner. The major task seemed to be cleaning and slicing raw fish and squid for sashimi. They also had small charcoal grills set up on the dock to cook some beef, chicken, and pork. I was not too crazy about the raw sea urchin. David almost did his George Bush impersonation when they told him he was eating raw squid in squid liver sauce. I have learned to never ask what something is just before taking a bite!

TYC is a cruising club with only a few club races each year. We spoke with two gentlemen who are confined to wheel chairs but who are very active TYC sailors. David told them that I was a past commodore of AYC and that I skippered our boat. I don't know which surprised them the most! Of course I had no AYC burgees here in Tokyo. However, the next day a quick plea for help was faxed to Johnny. Sakata-san sent us a nice letter thanking us for joining their TYC party. I am going to send him an AYC burgee in return.

TOKYO NEWS (cont'd)

Yesterday we went sailing with Mizutani-san and another person whose name I cannot remember. The wind was light and the sailing on Tokyo Bay was very much like a hot summer day on Lake Travis except no one was water skiing and there were no jet skis. We sailed for a while and drifted for a while. After sailing we gave Mizutani-san a bottle of scotch and the boat owner an AYC burgee. Good Japanese always come bearing gifts! They invited us back and promised to get us a TYC burgee. We will be in Austin sometime during October and December. Hopefully we will have a Tokyo Yacht Club burgee for AYC.

We hope to see all of you at the club while we are in Austin this fall. From the last lake level report it sounds like we might be back just in time to join a dock moving party.

All is well on this side of the Pacific.

Cheers.



# SOCIAL SIDE UP

by Becky Heston

## FAMILY DAY PROVIDES LOTS OF FAMILY FUN

Judging from the squeals of delight heard throughout the day, Family Day 1993 was a success. With no real team leader, due to the lassitude of the writer, the event was truly a volunteer effort!

Special thanks are due to Dave and Cindy Balfour who took on the responsibility of providing the myriad of games throughout the day. They were assisted by Neal Balfour and Storm who put together the water balloon fight, Dave and Cathy Ellenbrock who pulled off the egg races, Susi and Stan LaCroix who emceed the around-the-buoys race, and Claudia and Richard Musselman who brought the buckets (and got wet for) the bucket pass.

Over 125 hamburgers and hot dogs were served thanks to the joint efforts of Karen and Terry Reitz who braved the heat over the grill with Fel Heston standing by lending a hand. Fellow members generously provided cookies and cupcakes for the dessert bar which, along with the ice cream sundaes, was completely wiped out by the end of the day.

As usual the volunteers had as much fun as the kids!! Thanks to everyone who helped make this a special event for our younger participants!



# SNOW WHITE & THE SIX DWARFS

by Vicki Bremer

(EDITOR'S NOTE: In some cases the names of the dwarfs have been changed to protect the innocent -- or to better accommodate the flavor of the character. Also, the 3 rolls of pictures that were developed to prove that this fairy tale really did come true are somewhere on the Isle of Idaknow. And there were some great shots too. Sorry.)

Once upon a time on the magical waters of Canyon Lake in San Antonio there was a U.S. Olympic Festival with sailing events for three classes (Mistral windsurfer for Men, for Women, and the Europe singlehanded dinghy for Women). To officiate this important event the commissar of Olympia-Fest appointed Tripp "Sleepy" Alyn to find the best race officers in the Order of PRO's. Eight area organizations sent their "best" which included Snow White and six of her dwarfs -- Vicki Bremer (1/2 of the Vickster team) and Vic Manning (the other 1/2 of the Vickster Team on Alpha Mark Set 1), Tom "GPS" Romberg (judge for the Alpha team and provider of the GPS and 72-page easy-to-learn instruction booklet, Jim "Smoothie" Baker (PRO for the Alpha team and soother of bent egos with his smooth words), Dave "Happy" Henderson (who assisted the PRO on Alpha team and who couldn't be shaken out of his happy state no matter how bad things got, Roy "Smartsie" Smith (RC coordinator for the Bravo team whose race officer smarts and diplomacy were definitely an asset), and of course "Sleepy" Alyn who did a little bit of everything all the time and who missed out on a lot of sleep because of it.

Breakfast time at the Castle in the Mist at Lake Canyon Yacht Club, a castle donated by Sleepy's friends Fred and Jan Riley, had its magical moments. "Hey, I thought someone turned on the hot water heater yesterday. Brrrrr" "Is it my turn yet to use the bathroom? I have to goooooo." "Who ate my sandwich?" "Who's cooking tonight or are we going out? If so, where?" "Who's going to set the alarm for tomorrow morning?" "Boy, that was a good sandwich I found already made in the fridge." "I did dishes yesterday; it's YOUR turn." "Where's the coffee maker? I have to have my coffee first thing every morning." "Boy, it sure is foggy outside." "Nah, that's just Baker smoking on the patio." "Tripp, what time is our meeting this morning?" "ZZZZZZZZ." "Tripp ... Tripp" "ZZZZZZZZ." "Who's got the key to the front door?" "Did you remember to pack some cold drinks today?" "OK, gang, hup two ... or we'll be late for the races. And be sure to wake up Sleepy over there first." "Let's hope it's not another scorcher today, and let's pray for some wind for these guys."

Well, it was hotter than blue blazes, and our prayers were ignored. On the practice day there was medium air; for the first two races days there was light with occasional medium, and on the third day we sent the racers in early after trying to start a race based on a hope that it would fill in which it didn't. Setting the new double-gate courses was fun especially when you have a human GPS on board. The other half of the Vickster team (the one with the shorter blonde hair) could judge six-tenths of a mile within a buoy width and had all the judges with their fancy GPS systems baffled with his own internal electronic system. But the other half of the Vickster team (the one with the longer blonde hair) did a terrific job maneuvering Alpha Mark Set 1 (AYC's Chase 1), and the other Vickster's backseat driving didn't help much. Sticking with distances and all that other high tech stuff proved to be more fruitful. Checking out all the babes required its own internal electronic system.

AYC's very own silver medalist, Doug Kern, was one of the visiting VIP's who presented medals at the official awards ceremony. Joanne Weberlein, assisting Coach Diane Burton, was seen buzzing around in the little rubber dinghy (when it was working) on the Europe dinghy course. The venue was crawling with busy, busy people from coaches to spectators to helpers to the media, so we didn't need the volunteer letter we received which started out with "KEY WORDS: Excitement, Enthusiasm, Festival, Unity, Visualization, Positive thinking, Sailing skills, Race management, team work, junior sailing and THE Festival." All of the folks at the festival showed all of those characteristics at least some of the time." Right, Tripp?" "Tripp ... Tripp." "ZZZZZZZZ."

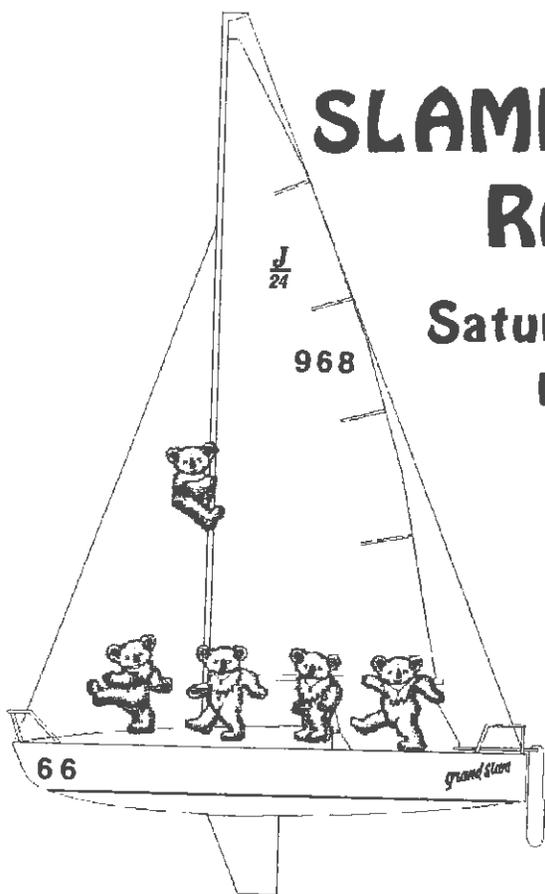
Would Snow White want to assist the six dwarfs at any other race management event? You bet; what a great group of guys! They didn't complain about the primping time in the bathroom; they didn't party loudly until the wee hours; they were always smiling and willing to help, and they were ready to have some fun without being obnoxious. What more could Snow White ask of six dwarfs? But who's the turkey who kissed away the poisoned apple spell and woke me up from a dream about Tom Selleck?

# SLAMMER DOWN UNDER RACING CLINIC

Saturday, November 6, 1993

12 Noon to 4:00 p.m.

AYC Clubhouse



PAUL FOERSTER, ROB JOHNSTON, JOHN SKILES, STEVE ANDRE, and HANK KLEESPIES will be hosting a racing seminar on Saturday, November 6, from 12 noon to around 4 p.m. in the AYC clubhouse. Call Hank Kleespies (389-0177) for more information.

This is one clinic you won't want to miss. Silver medalist PAUL FOERSTER will talk about centerboard and keel boat racing tactics and techniques. Topics to be covered include starts, wind shifts, mark rounding tactics, racing rules, and sail trim. Weather permitting, an on-the-water session on participants' boats may be held in the afternoon.

A \$25 (or more will be graciously accepted too) tax deductible donation is requested to help support the J-24 Grand Slam (The Slammer) team at the upcoming J-24 World Championship in Melbourne, Australia, in January 1994.

John Saunders, with the help of a team of galloping gourmets, is providing lunch as his contribution to this worthy cause.

And don't miss out on purchasing one of those eye-catching one-of-a-kind Slammer Down Under T-shirts. If you brought a pen that writes on fabric I bet you could even get the Slammer Team to autograph your shirt. (That's what your Telltale editor is going to do!)

Short-sleeved 100% cotton T-shirts are \$11.00 each.

Long-sleeved 100% cotton T-shirts are \$13.00 each.

Your generosity is greatly needed to help this 5-person team raise the \$13,000 they need to make this trip to the J-24 Worlds. Perhaps you even have some extra travel miles you could donate in the form of a ticket to Australia. Any help you could give would be greatly appreciated.

But don't miss this clinic! Learning anything from any of these 5 sailors during the racing clinic can only improve your sailing skills -- and we all want to be able to go faster, better.

# THELMA & LOUISE ON THE ROAD AGAIN ... THEN THELMA LEFT LOUISE BEHIND

by Vicki "Thelma" Bremer

The adventurous, courageous team of Thelma and Louise (and, no, we haven't seen the movie yet. You mean I would rather have been Louise? Now you tell me.) journeyed to the Land of Lincoln for the 1993 Sunfish North Americans July 12-16. Our beginning was anything but an indicator that good things would happen to this dynamic duo.

Scene from departure day at the Austin Yacht Club:

Thelma -- "Louise, let's load up our boats on this nifty doubledecker trailer my boat engineer designed for me."

Louise -- "Sure thing, Thelma, but there's one small problem. The top cross pieces seem to be missing."

Thelma -- "Oh, drats. Let me borrow your roller skate (that's Pat "Louise" Manning's little red Geo) and run home. I'll be back in about an hour."

Louise -- "That was quick, Thelma. You shouldn't have been here for another 15 minutes. But how can that be? Your house is at least 25 minutes away, plus you had to load up trailer pieces."

Thelma -- "You don't want to know how, Louise. Trust me. Now let's load up."

Louise -- "Sure thing, Thelma, but there's one small problem. There are still two pieces missing."

Thelma -- "Oh, #%o@&\*^!@. We'll have to glue the top boat down with bubble gum and stop at my house on the way home to get the other pieces."

But things got better for Thelma and Louise. We crossed the flooded Mississippi in Memphis with only a slight detour. The trailer with two boats traveled well behind the rented GMC van, the best investment of the whole trip. The memorable experience of the road travel (yes, it was THAT boring; Pat didn't even cover her ears when I sang) had to be our overnight stop in Hope, Arkansas -- the birth place (or boyhood home or something) of President Bill Clinton where we couldn't resist purchasing a special Wild Willy T-shirt for AYC's #1 Clinton fan, John Saunders.

To occupy our brilliant, creative minds we tried to decide what was exciting us more (besides the billboards advertising BVD's), seeing all our Sunfish friends again or the challenge of the races. Probably a little bit of both. So now you know the "real" reason why we continue to batter our egos by sailing against all these folks (76 of them in Springfield) who seem to sail faster and better than we do. But we've had our moments. I had a 6th in one of the qualifying races (and, yes, there were more than 6 boats racing), and Pat had some really good finishes one day in the finals when she was hot, hot, hot. Now all we have to do is to have these moments a little more consistently.

But being treated consistently like a VIP while we were at the Island Bay Yacht Club was something we noted and appreciated. The club manager even got to know some of us by name -- and, no, I won't give you all the reasons how that happened. Just trust me, we weren't ALWAYS bad. The wind WAS bad, however, like in ... NOT. Talk about some frustrating conditions. And to express some of that frustration one sailor let loose with a blood curdling scream in the middle of a race that sent shivers down our spines. The 1993 North American champion, Jeff Linton from Team Florida, didn't let a little thing like light-to-very-light air bother him, however. I did manage to stay up front with Jeff almost all the way to the windward mark on the first leg of several races. But within 10 boatlengths of the mark I stopped dead and Jeff kept moving. Duh ... Maybe that's why he was the champ, and I wasn't. See what I mean about a brilliant, creative mind.

THELMA & LOUISE (cont'd)



A from-the-lake view of Island Bay Yacht Club, Lake Springfield.

There was more to the North Americans than four racing days though. There was sight-seeing in Mr. Lincoln's neighborhood with a special guided tour by Nat Philbrick, a former North American champ from Nantucket. There was carousing in the pool halls with the boys. There was meeting Bay Peterson's uncle who was the PRO and who was not only a great race officer but was also the most entertaining PRO we've ever met. There was eating fancy meals (meaning we had to wear shirts and shoes) in downtown Springfield. There was driving around the country roads at night in the pouring rain looking for the mini-car speedway for the Sunfish derby contest (which never happened because of the rain, by the way). There was sitting around the pool making arrangements to meet old friends at the next major regatta. And there were those precious quiet moments when we could sit back, kick off our shoes, and sigh with pleasure at "what a life."



A view of the flooded Mississippi from the bridge in St. Louis on the way back to Austin.

## THELMA & LOUISE (cont'd)

But for the Sunfish Worlds at the Bitter End Yacht Club in the British Virgin Islands September 2-9, Thelma had to leave Louise behind. Louise wanted to save the rest of her vacation for the Women's North Americans in October in Columbia, SC. So Thelma journeyed to St. Thomas in late August to join Captain Jack for a 3-week vacation on yacht MISSY for some island cruising and St. Thomas shopping before and after the rigor of the Worlds.



Yacht MISSY decked out with her official Fleet 70 banner. The Sunfish dress flags are missing, however.

If someone had told me I'd actually sail a Sunfish, not only in light air in the Virgin Islands but also out in the deep, blue ocean with no land between me and Puerto Rico, I would've said they were crazy. But that's exactly what happened. Two of the four race days were sailed in the Bitter End bay under light and shifty conditions. One of the two race days out in the ocean was in light to almost no air. And then the winds blew. The fourth race day out in the ocean (because a big ol' tub of a cruise ship was taking up half the bay) was in 20-25 knot winds with 4-5 swells and was accompanied by a nice little squall just to make sure we came in wet as well as exhausted. Needless to say, the sailors with more meat and muscle loved the heavy air day. P.J. Patin, last year's World's winner, loved it best of all and got two bullets (his first good race results the whole regatta, by the way). I heard Peter Johnstone, owner and president of Sunfish/Laser Inc. and also a good sailor who normally places in the top ten, say, "I never thought I'd see the day when I was fighting for a 31st." So it was a frustrating regatta for lots of World qualifying champs as well as for the special invitees like me. I spent several races side-by-side with folks like P.J. and Peter even up to the finish line in a couple of cases! And I even managed a 29th place finish in one race. But the heavy-air day killed my reasonably good standing up to that point; it hurt all five of us women competing. So I ended up with a 50th place finish when it was all over. And that was good (sorry, Fred, couldn't resist).

There were 62 boats racing. And we all got to unpack our brand new Sunfish that were stacked on the beach waiting for us. We also got to trade in the crummy wooden centerboards that came in the box for the new centerboards. And they're terrific! The boat handles better, points better, and gybes better. P.J. took the boat out during a lunch break one of the light-air days when a squall came through. He dumped immediately while gybing and dumped several more times before claiming that the new board does not gybe well under heavy conditions. But all the other "experts" claim that's not the case. And my experience was that I gybed easier with the new board even on the heavy air day. It wasn't the gybe that made me sail upside down during the race; it was the unpredictable chop between the 4-5 swells that reached up and flipped me over. But I didn't get eaten by a shark, and I didn't float off to Puerto Rico so all my fears were unfounded. Maybe the Caribbean sharks don't like sweet, Texas meat.

## THELMA & LOUISE (cont'd)

You mean I've gotten this far in the article and haven't told you who won this year's World's? Well, you know I didn't. It was Eduardo Cordero, a handsome (not that that makes him a good sailor, but we women note things like that as a plus) young sailing instructor from Venezuela who motored to the Virgin Islands on a Grand Banks with six guys. It took them four days to make the journey. I'm not sure I'd cross the ocean in a motor boat like that -- I mean it was a big boat, but not THAT big. And I'm not sure I'd want to be the boatmaid assigned to clean the boat after they return -- six guys, p.u.

Lee Parks, the on-shore director at U.S. SAILING and a great Sunfish sailor who actually qualified for the Worlds, stayed on yacht MISSY during the Worlds and for a couple of extra days afterwards. We had a great time motoring the dinghy to the Sunfish beach at the Bitter End every night and kept our racing Sunfish tied to MISSY rather than having to sail into the beach after the races every night and rely on Captain Jack to pick us up when we were ready. That took too much coordination, and we didn't feel very coordinated most of the time. Island life does that to you. After tying up the dinghy during our first visit to shore we were greeted by hunk Giles from England who asked if he could help us. Now was that a loaded question or what?



Sunfish sailors rigging the new boats.

Although my last island experience was during Hugo, I still find they put me in a fantasy land for adults. There's nothing better than living at that slow island pace, swimming in those turquoise waters where you can see bottom in water 40+ feet, and getting that glorious golden tan that you can only get in the Caribbean. I didn't think life could get any better. But my experience at the Bitter End proved me wrong! What a great place. And for lots of reasons, not just because of people like hunk Giles (although that helped). There's something so ... so ... so magical I guess is a good word for the feeling I had when I left there. Perhaps it was because of all the great Sunfish folks who made the whole experience so magical with their laughter and caring and competitiveness too.

The layday at The Baths (or pronounced The Bahths by Michael Mahoney, fellow Sunfisher residing in Houston but who is from England) was one of the social highlights of the week, that and all the cocktail parties every night. And then there was the dart game at the Saba Rock bar until the wee hours. But to get back to the sail to The Bahths. Lee and I joined a whole party of Sunfishers on a 46-foot sailboat, one that was chartered in trade for a Sunfisher's house on St. John for the week. As we entered a crowded anchorage at the Bahths Bermudan David Frith played his

bagpipes, loudly and lovely as well. So no one had any doubt that we had arrived. We then spent the day laughing until our sides ached, eating until our bellies bloated, swimming around the rocks until our ears turned into gills, sight-seeing until our eyeballs ached, and drinking until a human bilge pump would have been welcome. As a matter of fact, I had more rum drinks in that one trip than I've had in the last 15 years of my life. Not only is the rum good, but it's cheap -- cheaper than water in some cases. But, hey, I didn't make a complete fool of myself -- or did I? I just can't remember. Just kidding -- I do have some couth, you know.

Then there was the last night, the night of the awards presentation when we ate and drank some more. And we danced. Boy, did we dance. I sweated off every dribble of rum I had been consuming and had more of an aerobics workout than I get in my most-strenuous Jazzercise classes. Because I wore out all the Sunfishers I had to resort to a workout with the local professional who is hired to keep girls like me happy on the dance floor. Can I help it if I like to dance?

So that's what Louise missed this trip -- fabulous fun, wonderful weather, great guys (hey, I have to keep with the alliteration. OK?), and a terrific time in general. Racing against this group of champions is quite the positive experience, unlike some of our can-be-bad Wednesday night races. At a competition like the Worlds or North Americans, we don't worry about having too short of a start line (they're always long enough); we don't worry about barging or hitting (most folks know the rules), and we don't worry about getting forced out at the start (everyone is willing to give you room as long as you don't take their air). And everyone is always eager to help with lifting boats onto trailers and all those not-so-fun tasks like fixing broken somethings-or-other. I hate to say it, but we could use more of that kind of spirit at AYC occasionally too. What's next, Louise? The Women's North Americans in Columbia, SC, October 7-9? My bags are packed; how about yours (and remember to pack lightly!)?



David Frith (Bermuda) plays his bagpipes.



# \*\*\* FLEET TALK \*\*\*

## A-FLEET NEWS

by Steve Vaughan

Are we having fun yet?!? Judging from the response we had for the Friday Night Series the answer must be a resounding YES. A-fleet as well as all other PHRF fleets had record setting turnout for the event. By the end of the series we had 8 boats in A-fleet and nearly 60 boats overall. By the way, that's more PHRF boats than in any other event this year except Turnback Canyon Regatta. As usual DENNIS AWBREY in his unbeatable Hobie 33 easily walked off with the 1st place finish in what surprisingly turned out to be a medium to heavy air series. The 2nd and 3rd place finishers were both Olson 30's showing we can't count them out in medium air races. Congratulations to MIKE MAYFIELD and TED SMITH for their excellent racing. All the races tested our nav lights and were a great way to cool your frustrations after a long day at work. Let's do it again!

I would also like to report on the PHRF Singlehanded Race, but it seems only ONE A-fleet boat showed up. Thanks go to GENE PRESTON for showing the club that even 33-foot boats can be pushed around the course singlehandedly. Great job, GENE. Maybe next year the rest of us wimps will try to live up to your example.

That's it for the racing news so let's move on the important topic of serious partying. Soooooo when is the Keel Fleet Party anyway, and are we ever going to do a swap meet again, or how about an auction or a beer swilling contest. The answer to these and many other pressing party questions is waiting for a volunteer to stand tall and make it happen. Please contact STEVE VAUGHAN and let your thoughts be known. But if you really want it to come true, call STEVE and grab the reins and plan the party. Rumor has it the volunteer will be showered with money and fame for such unselfish contribution to the greater good.

## B-FLEET NEWS

by Claude Welles

Well, here it is again -- fall. You can tell by the fact that the days are shorter, the lake is lower because our water has been converted into Texmati rice, and our keels are getting stuck in the mud. Also, B-fleet has completed its race committee for the year. Many thanks to all of you who helped.

Another thing that has happened with the passing of the seasons is that our participation has dwindled down to about six from the ten or better than we had in the first couple of series. Where did everybody go? Probably you're all getting the boats ready for the Winter Series, right? Well, we are too! BARRY BOWDEN will be racing his boat, so team Caliente is switching battle colors and will become team Zot for the last series. Watch out because we plan to kick some B-fleet butt. We have so much confidence in BARRY that to make it all a little more interesting, if he doesn't win the Winter Series team Caliente (Zot) will host a fleet party for all the yachts participating in F-fleet this series. If he does win, we reserve the right to designate any skipper in the fleet to be the host of said party. Remember, no sail, no party. Now that we've set the stakes, let's all go sailing.

As of the time that this is being written, we have successfully completed only two of the Indian Summer Series races due to a failure to communicate in the first one, which was good because we were out of town and couldn't participate anyway. DAVE BALFOUR has found some new speed in Fastbreak and has been far enough ahead so as to be impossible to see at the finish. MIKE CHAMBERS is sailing tough as usual, but is at least visible most of the time. GUY STEWART has definitely been spending too much time in Fircant because he's been going way too fast lately. We have been in there trying but seem to be getting beaten pretty handily by the abovementioned teams. As I mentioned in an earlier edition, DIETER ROY has found his spinnaker but seems to have lost it again along with his mainsail which can really be a bummer for boatspeed. DONNY JONES has been showing flashes of brilliance as he learns his boat and can whip up on any of us at any time which is a worry for the near future. FRANK, TOM, ERHARD, and others have been absent -- probably getting ready for winter.

## C-FLEET NEWS

by Bay Peterson

\*\*\* NEWS FLASH \*\*\* The South Coast 21's PHRF rating stays the same. There was a big turnout for the rating hearing, but they all owned South Coasts. Well, that's not entirely true, JILL FRELS was there, and she put up one hell of a fight. It wasn't pretty. I put my two cents worth in and thought that would be persuasive enough to do the trick. Not! Please don't let this keep you from racing.

The Friday Evening Series had a fairly good turnout. I'm sorry that I couldn't stay for the trophy presentation, but it was past my bed time. The Indian Summer Series got off to an unusual start with a practice race? Well, we can always use a little more practice. The next two races the wind was up and the weather was nice -- a pretty good turnout but I sure would like to see that Kiwi out again. We just don't have anyone to complain about. Oh yeah, who's the wise guy who has the combo to my boat and keeps tying my spinnaker in knots.

JOHN and LOUISE VANCE have pulled Patience for a fresh bottom so I'm sure they will be back faster than ever. TRENTON and BARBARA (Sweet Agony) have got to be getting tired of working on their new house. So I'm sure they'll be back out soon. I saw BILL RECORDS at the Town Lake Sunfish Regatta, so I know he's still alive. And his boat is still in her slip, but maybe she's grown to the bottom.

When I ask the members of C-fleet what, if anything, they want me to add to the C-fleet news they tell me to encourage more people to come on out and race. So that's what I'm doing. Come on out and race. MARTHA ST. ROMAIN has been telling me about the Fall Regatta, and it sounds like a whole lot of fun. I know she has some special entertainment planned and a little different format. So ya'll come on out.

## F-FLEET NEWS

by Leon Lance

Just a few points of interest: Elections for 1994 F-fleet captain and Telltale reporter will be held at 1 p.m. on November 7. F-fleet also has Race Committee duty that same day with races starting at 2:30. The meeting is tentatively set to gather near the fireplace, and we promise to keep it short and sweet. I would like to have all race committee personnel on the water by 1:30 to 1:45.

A note of thanks to DENNIS MILLS for his article on a "New Member's Viewpoint" in the last Telltale.

Smooth sailing.

\*\*\*\*\*

## J-24 FLEET NEWS

by John McBride

Ahoy Austin Yacht Club! This J24 Fleet can't be kept up with!

Next year I'm recommending that there be several secretaries to keep up with all the terrific things that happen in our fleet! Well, summer has ended and the fall is officially here along with our first cold front and there were people wearing long sleeves on the streets of Austin this evening! Cooler weather means higher air density for those who know the Universal Gas Law "Pressure X Volume = Density X Temperature". What this means to us is that at cooler temperatures, that 8 knot breeze packs a little more power! And that power will be well appreciated by the 6 newly (almost) certified J-24s that were measured at the Fleet Measurement Party!

These were all measured on Saturday and Robbie Nelson helped everyone celebrate with cheeseburgers for lunch and later cheeseburgers for dinner. There was a party the night before or we would have had CHEESEBURGERS FOR BREAKFAST! Robbie, thanks for the party! Thanks to Michael Wellman for setting it up and especially to Stewart Lindow for traveling from Houston to assist us in making the certificate measurements.

## J-24 NEWS (cont'd)

At the measurement party we had a survey to determine what are the Top Ten J-24 Lies we've heard over the last year or so. Not everyone got the chance to vote so here's the list. How to vote? Just put a 10 in front of the best, a 9 in front of the next best and so on... Make a copy or tear this out and get it to Michael or John and we'll roll them up on our computers to determine the true top ten !

Recently heard J-24 lies, here they are:

- \_\_\_\_\_ Inside Overlap !
- \_\_\_\_\_ No Overlap !
- \_\_\_\_\_ Mast Abeam !
- \_\_\_\_\_ Of course I have a motor ! (in my car)
- \_\_\_\_\_ Yes, my motor works
- \_\_\_\_\_ I had a motor when I left the dock !
- \_\_\_\_\_ The corrector weights are under the cardboard
- \_\_\_\_\_ We already weighed in
- \_\_\_\_\_ We didn't have to alter course that much
- \_\_\_\_\_ I beat Scott !
- \_\_\_\_\_ We finished adjusting the shrouds before the signal
- \_\_\_\_\_ Scott covered me
- \_\_\_\_\_ We would have made it in the time limit
- \_\_\_\_\_ We have a fast J-24
- \_\_\_\_\_ These sails were only used once, in a drifter
- \_\_\_\_\_ The recall was our best start
- \_\_\_\_\_ The hull has only been dry sailed
- \_\_\_\_\_ Yes, both feet are on the scale
- \_\_\_\_\_ I didn't grab Fred's lifelines
- \_\_\_\_\_ I was on port first !
- \_\_\_\_\_ We didn't put lead in our sump
- \_\_\_\_\_ We didn't move the keel
- \_\_\_\_\_ We didn't take off any gelcoat
- \_\_\_\_\_ It's totally stock
- \_\_\_\_\_ We never had one on the boat
- \_\_\_\_\_ That's grandfathered
- \_\_\_\_\_ I got the keel templated
- \_\_\_\_\_ We don't follow Scott
- \_\_\_\_\_ Rule 47 - It's Corinthian to T-Bone the offending boat
- \_\_\_\_\_ I did race committee last week
- \_\_\_\_\_ I swear I only weigh 150 lbs
- \_\_\_\_\_ I can at least pay for my meals
- \_\_\_\_\_ I'll clean the bottom

Name \_\_\_\_\_

The fleet sailors have been especially busy. The Houston Circuit Stop was held Sept. 18th and 19th and Austin Boats took bullets in 3 of the 5 races! Ice T turned in their customary outstanding performance with 1,6,1,3,3 giving them 14 tied with Bad Boys, but taking the Regatta with their tie-breaking first place finishes.

Mr. Happy took a sixth overall with an outstanding regatta, excepting the 4th race, their finishes were 2,2,3,ugly,1st. Take my word for the 4th race, it was UGLY. Other Austin boats were Uptown Girl in 10th, Rainmaker in 14th, Superman in 25th, Running on Empty in 27th, Scarlet O'Hara in 28th and Shadowfax in 34th. For those of you who don't get to travel and see these sailors in action their next road-trip stop is AUSTIN, TEXAS for the October Event.

And the results are not yet in, but the Austin ROADTRIPPERS were in the NOOD at Houston Yacht Club. No arrests in this affair but Running on Empty and Superman joined 12 other J-24s in the IBM/Sailing WORLD National Off-shore One Design Races. This is a 3 day, 5 race event held annually. This was great racing in a format a little less demanding than the usual J24 Regatta. The competition was tough with three boats from Mexico warming up for the Central American Championships to be held in Puerto Rico later this year.

### FLASHES FROM THE COCONUT TELEGRAPH!

\* J24 Fleet Rock Star recently returned from European Laser adventure was helping Grand Slam finish 7th in the Houston Beasley Cup.

\* Fleet members/party sponsors Tucker and Liz Garrison took a 5th in the Oriental Cup Regatta in Oriental North Carolina. First Regatta for their new boat.

\* Austin Circuit Stop coming up! This is our opportunity to show everyone Austin Yacht Club Hospitality! Call up our Fleet Captain Mike Wellman and let him know how YOU want to help!

Good night Mrs. Callabash wherever you are. Fair winds and following seas.

# LASER FLEET NEWS

by Fred Schroth

The fleet has been muttering a lot about doing something on Saturdays during the fall and winter. The current plan looks something like this:

1. Look out the window when you wake up. (If you are a blonde, climb out of the backseat and go home.)
2. If you feel like going sailing, call somebody else and suggest that you meet at the lake before noon.
3. If you want to have more fun, call a few extra sailors.
4. The general plan is to be on the water most weeks from noon until two or three or four o'clock. Mostly we will work on boat handling and boat speed and joyful rides. If some energetic person drops a couple of marks in the water we may even race around them.
5. The weather can turn nasty so please make sure that you are properly equipped for swimming in cold water. BILL MITCHELL, HANK KLEESPIES, and FRED SCHROTH have excellent cold weather gear. BILL has a dry suit, HANK has a combination wetsuit and dry top, and FRED has a heavy windbreaker suit. Each style works. Each sailor would be glad to show off what he purchased and help you with an educated decision.

The geezer gang is growing and is planning to attend the Gulf Coast Masters Championship in Houston on October 23-24. Please contact tour guide RICH HLISTA. SCOTT and HANK cannot play because they were not born by midnight 10/24/58. It seems ironic that they have to stay home in Austin to race on old-man lead bottom boats that weekend. When they grow up they can sail on the little kid boats with geezers.

The other traveling events that seem to be in the making are the Wurstfest and the Bruce Cup. The Bruce Cup is another U.S. SAILING team qualifier (like Easter at AYC) and it should be very well attended by the national elite. We will need a lot of practice before the event if we want to keep any of our trophies in Texas or better yet, snag one for ourselves to bring back to AYC.

Scary thought: In the year 2000 RACHEL MAGUIRE could be coaching sailing for the seven year old YOUNG kid (due in late November).

Future planning for junior sailing: We want to make sailing available to our children but not to our children's children because we don't think our children should be having sex.

## JULY RACING RESULTS

1. Scott Young (30.91)
2. Troy Lawson (46.5)
3. Fred Schroth (54.75)
4. Doug Kern (78.5)
5. Deke DeKeyser (90.0)
6. Jeff Hardesty (110.4)
7. Ravi Subramanian (115.95)
8. Ken Sherman (117.0)
9. Dave Maguire (131.75)
10. Bruce McDonald (133.0)
11. Bill Mitchell (140.0)
12. Claude Welles (144.0)
13. John McBride (154.0)
14. Hank Kleespies (161.0)
15. Bill Brydson (161.0)
16. Kevin Reynolds (169.0)
17. Craig Tapley (180.0)
18. Bay Peterson (197.0)
19. Sail #45580 (218.0)
20. Sail #137073 (245.0)
21. Bonner Cordelle (252.0)

## AUGUST RACING RESULTS

(Best 15 of 23 races; must have sailed 11 to be scored)

1. Hank Kleespies (20.0)
2. Fred Schroth\* (53.6)
3. Rich Hlista (73.75)
4. Ravi Subramanian (75.75)
5. John McBride (91.0)
6. Kirk Livingston (101.5)
7. Deke DeKeyser (106.0)
8. John Bartlett (107.75)
9. Ken Sherman (109.0)
10. Troy Lawson\* (120.0)
11. Vernon Wong (144.0)
12. Claude Welles (154.0)
13. Sail #19 ((155.0)
14. Jeff Hardesty (166.0)
15. Bruce McDonald (182.0)
16. Kevin Reynolds (183.0)
17. Bonner Cordelle\* (183.0)
18. Bill Mitchell (193.6)

## LASER NEWS (cont'd)

19. Bay Peterson (195.0)
20. Dave Gage (252.0)
21. Sail #9654 (252.0)

\*Indicates RC duty and compensation for those races.

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## SUNFISH FLEET NEWS

by ... I hope this isn't too late.

Sunfish activity kicked into a higher gear with the annual Roadrunner Youth Regatta, Town Lake, Palacios, and Canyon Lake. Wednesday night has been as busy as ever too.

Sunfisher JOANNE WEBERLEIN took charge of the Roadrunner Regatta which attracted top junior sailors from all over the state. Austin juniors showed their capabilities with trophies in most categories. The Sunfish fleet was divided between novices and juniors. JOANNE's racing format had both divisions racing as one group, but were scored separately giving a unique opportunity to measure the progress of our novice sailors. Houston sailors took the first two positions in the junior division followed by Austin sailor JOE ERICKSON who has been very active in the youth regattas this year. REBEKA LIEN came on strong the second day to finish 6th. Other AYC juniors racing were SUSAN GAY, CODY FARMER, and PATRICK REYNOLDS. AYC and Fleet 70 took top honors in the novice group with LAUREN FOSTER winning 4 races. STEPHEN GAY finished 3rd with only a PMS keeping him from 2nd. PHILIP STEARNS and ALEX VOELLINGER rounded out the Austin contingent.

Palacios was where many of us went to play. The City By The Sea rolls out their red carpet with a sincere welcome for all competitors. The Luther Hotel won't make too many 4-star tour guides, but it does a great job of keeping out the larger mosquitoes. The Serendipity Marina served as headquarters for those "roughing it." Before anyone got serious about racing we all got serious about eating shrimp. After VIC & PAT MANNING got the No-Tell II up, they got the cauldron boiling and 22 pounds of shrimp ready. TOMMY BARNES let loose his secret recipe for shrimp on the

barbie. Everyone was better prepared to hold down the boats the next day.

Both days started with light winds and some major shifts which continued to build during the day. What started as leisurely cruising quickly changed to challenging sailing against large waves and strong gusts. Houston's MALCOLM JONES won 4 of 5 races but was pushed-in each by someone from Austin. TOM GAIRLOFF did most of the pushing with a 1-2-3-3-3 to finish 2nd. BRUCE FOSTER stole LAUREN's boat, ran away from home, and took 3rd. TOMMY BARNES cursed the light air and came on like gangbusters when it piped up for 6th. Other Fleet 70 happy campers finishing were BILL BRYDSON, GARY COOPER, DANA MOSIER, PAT MANNING, and ANN GAIRLOFF.

Some Fleet 70 sailors decided to stay on fresh water that weekend ... too bad! Canyon Lake had no wind. Nobody reported on any races so there may not have been any. Too bad ... next time join the shrimp boil at the No-Tell. All credit cards accepted.

One Fleet 70 sailor decided to give up Palacios for some kind of Worlds racing at the Bitter End Yacht Club, but she couldn't have had more fun than we did. Or could she?

The last stop in September was Town Lake. Top AYC finisher was JOANNE WEBERLEIN with a 7th which was pretty good. GARY COOPER and CYNTHIA CASTO got all the publicity with a great picture in the Austin American-Statesman.

That's the scoop for now. Get out the sleeping bags for Wurstfest.

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