



THE PENNANT



Rob and Lou, about to begin their next adventure to Aotearoa

L Malone, 29.1.15

January 2015



HAWKESBURY RIVER YACHT CLUB INC

Office bearers

Commodore	Terry Dorrrough	9985 7726 commodore@hryc.asn.au
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Secretary	Libby Braybrooks	4572 8556 secretary@hryc.asn.au

Committee	Russell Bellamy Lee Malone David Wright
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Contact details

Postal address	PO Box 156, Brooklyn NSW 2083
Website	www.hryc.asn.au
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Radio	During club events, Radio VHF Ch 16 (go to Ch 77)

Club merchandise

Club burgee	\$10
Blue Book	\$34

Next committee meeting

February 3 2015 (Tuesday) - 19:00 hrs
6 View Street Cowan
All members welcome

Editor	Lee Malone
Web Master	Libby Braybrooks webmaster@hryc.asn.au



From the Commodore

Not much to report this month -

The **Lunch at Cottage Point** sounded like a good idea. Sorry I couldn't make it. I hope someone went.

The second **Summer Sprint Series** was a good day with keenly contested races. It looked at first as though the course was back to front, but the wind obligingly changed around just as the second race was starting, so the last two races went as planned by Mark. Pity the wind change caught *All Our Girls* with their spinnaker almost up!

February will be very busy, with our **Three Island Race** on the 7th, (don't miss the chance for a nice long race). The **Brooklyn Bash** is the third BBIC race, and is on the 14th, and our **Point Score Race 7** on the 21st.

The BBQ after The Brooklyn Bash is a potential fund raiser for us, and we are moving the February meeting forward to Tuesday the 3rd so we can finalise planning. If anyone who is not sailing has the time to come and help, that would be good - talk to Libby or Lee.

Terry Dorrrough
Commodore

Social Sail

January 4 2015

Not much to report for the social sail either -

Bill informs me that the Brand family was the only one to turn up (shame HRYC, shame). He says the start was casual and pleasant, they sailed to Cottage Point and picked up the kiosk mooring, and that a good time was had by all - and that the rest of the club missed out on a good day on the water.

Sorry, no photos for those of you who only look at the pictures.

Seasons Point Score Race 6/ Summer Sprint Series

January 17 2015

The sprint series provides for some hectic racing and there is little time to review what is happening throughout the fleet. This article is therefore written from the perspective of a crew member on *All Our Girls* mainly concerned with a close tussle with *Crossbow*.



The final three races of the Summer Sprint Series were contested on Saturday January 17th. Points were allocated for each race using the low score system and aggregate scores determined placing's for Race 6 of the Seasons Point Score Series. *Amoeba* scored a convincing win on Performance Handicap with two wins and a second, capping her performance in November when she recorded three straight wins. This boat has been improving with every race, having lifted her PHF handicap from .91 going into the series to .99 after the last heat. The question is how much longer can *Amoeba's* winning streak continue?

Light westerlies were forecast with a change to light easterlies around 2pm, strengthening slightly in the late afternoon. With this forecast in mind, the start was delayed to 1400hrs in the hope that the change would come in by then, allowing three races with a first leg into the wind. The start area was set east of Patonga to ensure the fleet got best use of the predicted light sea breezes. This course and starting area was new for the HRYC fleet, but it offered the greatest flexibility and opportunity for good racing under the conditions – again demonstrating the advantage of the club operating its own starting vessel.

The westerly breeze stayed longer and blew stronger than predicted. Despite the persistent westerly, the race officer did not change the course, electing instead to start the first race off the wind with the return leg to windward. The thinking on board the start boat was that the easterly was likely to blow in some time after Race 1, and that later races would probably start on the wind.

The entire racing fleet, except *Transaction* who was late to the starting area, hit the line in Race 1 close to the gun with sheets eased. The wind was around 10 knots from the west, sometimes gusting around 15knots. The start was won by *Crossbow* with *Cecilia*, *All Our Girls* and *Mari Anne* not far off the pace. *All Our Girls* was back from the line about a boat length at the gun, but was first up with her kite. She elected to tack downwind, starting out for Barrenjoey on starboard, and then gybing and shying up for the mark on port tack flying her pink reaching spinnaker. *AOG* quickly established an early lead and extended it slightly on the port tack reach to the mark after a smooth gybe. *Mari Anne* and *Jeanie* were having a tight tussle to the top mark with *Mari Anne* at times having the upper hand. At the rounding mark however, *Jeanie* had restored the usual order. *Cecilia* flew up the centre where she found a little more pressure than the Top Hats, and was showing good form on the day.

The busy short work to the finish saw *All Our Girls* covering *Crossbow* tack for tack and extending her lead to almost two minutes. *Cecilia* and *Amoeba* were also engaged in a close contest, the little Hood 23 finishing just 20 seconds behind the bigger East Coast 31. *Transaction*, late at the start, almost ran down *Cecilia* and *Amoeba*, finishing just eight seconds behind them. This race was *Cecilia's* best for the day. She did just enough to take first place on performance handicap, squeezing out the sprint series leader, *Amoeba* by 12 seconds. *All Our Girls* sailed a strong race, taking third on PHF and first on CBH. Despite her late start, *Transaction* managed to finish ahead of *Jeanie* and *Marie Anne* on PHF. *Jeanie* put in her usual strong showing on CBH, recording a third place behind *Crossbow*.

The second race started in dramatic fashion with the easterly change blowing in unexpectedly right on the start gun. *All Our Girls* had her spinnaker launched just before the gun, in anticipation of another downhill run to the orange marker, but had to pull the kite down fast as the wind changed through 180 Degrees. This left *AOG* floundering with a spinnaker on the foredeck as her crew hoisted the genoa hurriedly while other boats made their getaway on the wind. *Cecilia* was caught in a similar position and was last over the line after sorting out her sails. These short races leave little opportunity to recover from mistakes or such episodes of bad luck or timing, and so it was for *All Our Girls* and *Cecilia* who could only do the best they could to win back some of the ground lost. *Jeanie* had been positioning herself to engage with and luff, a spinnaker flying *All Our Girls* at the start, but quickly changed strategies with the wind change. *Jeanie* got the jump on all other boats and romped away, clear of the fleet. *Crossbow* also enjoyed a good start slipping in front of *Mari Anne*.



The start of Race 3 of the Summer Sprint Series

G. Martin, 17.1.15

This was *Jeanie's* best race, finishing 45 seconds in front of *Cecilia* and taking first place on CBH by more than two minutes from *Crossbow*. However, *Jeanie* just failed to pull off the handicap double, with *Amoeba* winning on PHF by a mere 20 seconds. Race 2 was the closest race of the day – only 30 seconds separated *Amoeba*, *Jeanie*, *Cecilia* and *Transaction* on performance handicap. In a form reversal from Race 1, *Crossbow* and *All Our Girls* came 6th and 7th respectively on PHF. *Cecilia* had done a better job than *AOG* in recovering from the wind change at the start and under the circumstances her third placing on PHF was exceptional. A wine glassed spinnaker that refused to unravel possibly cost *Crossbow* a win



on Performance Handicap or, at least a better placing. *Crossbow* outshone *AOG*, winning line honours and finishing in second place behind *Jeanie* on CBH.

Going into the last race, *Crossbow* led *All Our Girls* 3-2 in the series. On the day, scores were level 1-1. The last race would determine line honours – both for Seasons Point Score Race 6 and the Sprint Series. A win for *Crossbow* would secure a clear 4-2 series victory and a win in SPSR6; while a win to *AOG* would yield a win in SPSR6 and a tied 3-3 series result, which *AOG* would win on countback.

At the start the wind blew in stronger between 12 and 15 knots, and swung about 20 degrees to the south – conditions that suited *Amoeba* perfectly. In the race between *AOG* and *Crossbow*, *Crossbow* easily got the best of the start, starting ahead, and 30 metres to weather of *AOG* at the favoured starboard end. *Transaction* and *All Our Girls* crossed the line together, *Transaction* to weather. *Cecilia* and *Jeanie* were a little late for the line approaching on port from the pin end.

A drag race ensued between *AOG* and *Crossbow*. *AOG*, sailing slightly higher and faster, began winning back some of the ground forfeited at the start. After about five minutes, *Crossbow* tacked away onto port towards Commodore Heights looking for an advantage in the middle of the sound. *AOG* hung on to starboard tack for another 80 metres; banking a few more yards won from the lift, and then tacked onto port to keep between *Crossbow* and the mark. This was *Crossbow's* opportunity to get back towards the northern shore where the breeze slanted favourably and, importantly, to tack out of phase with *AOG*. Surprisingly, she persisted on port tack allowing *AOG* to cover comfortably – the southern shoreline of the Sound is a favoured hunting ground for Terry, or perhaps he was banking on a lift approaching the mark from the right side of the course?

In Broken Bay, the wind was up around 15 knots. The round sectioned Southern Ocean 32 is over-canvassed and narrow on the waterline making her very tender and in need of constant rig adjustments over 12 knots. Her newly installed traveller system was played consistently in the gusts; her main bladed out with maximum mast bend and foot tensioned; but, genoa cars positioned forward enough to provide a straight exit to the leech and power in the foot so she could point or foot fast when needed. She was sailing consistently faster and higher than *Crossbow* which seemed a little overpowered at times, sliding away to leeward in the gusts with her fuller main. When *Crossbow* next tacked, *AOG* was able to place a covering tack clearly ahead by about 60 metres, apparently on the lay line to the mark.

The race looked safe for *AOG*, now as she tacked toward the top mark. But more surprises were in store. Nearer to the mark the wind was slanting back to the east and the tide apparently running faster, catching boats unawares. *AOG*, now unable to lay the mark was forced to tack onto port, and while tacking, the leach on her genoa opened up along a seam where the old UV affected laminate flapped against the spinnaker pole ring. When the wind headed once more, and *AOG* had to tack yet again to lay the mark, the torn sail again caught on the spinnaker ring, and the tear grew even larger threatening to split the sail asunder. *AOG* now had to hold on with a decomposing headsail and trust in her spinnaker



work to get her home ahead of *Crossbow*. The blue boat secured the race with a quick launch of her broad shouldered running kite at the mark. With the help of some enjoyable surfing, *AOG* led *Crossbow* (who did not launch her spinnaker), over the finish line by one and a half minutes, completing the course in under 20 minutes.

While *AOG* and *Crossbow* were engaged in their battle for line honours, *Amoeba* was sailing the race of the series. James Donnelly skippered the East Coast 31 in perfect trim in the flat water and rounded the top marker less than a minute behind *Crossbow*. At the finish, she was just one minute and twenty seconds behind the Danish harbour racer. *Amoeba* won the race convincingly on PHF by an astounding five minutes, performing at a rating of 1.21! *Amoeba* also won, took second place on CBH behind *AOG*, who had secured both line honours and CBH victories for the race and Summer Sprint Series. This was the first time this season *Amoeba* placed in the top three on CBH – another indication of how much she has improved.

There was a very close race for third between *Crossbow*, *Cecilia* and *Transaction* on performance handicap - these boats being separated by only 20 seconds in the race for 3rd place on PHF. Behind them in 6th and 7th place, just 1 second separated *Jeanie* and *Mari Anne*.

Transaction's race results did not reflect her performance – her fourth and fifth in races 2 and 3, were just seconds out from being a second and a third respectively. Had she been on time at the start of Race 1 and sailed a few seconds faster in heats 2 and 3, a third place overall, or perhaps better, would have been possible. Such is sail racing! This bad luck was compounded by headsail problems in Race 2 in November.

Close, frantic and tactical sailing was the order of the day. This race description has covered only part of the action as seen from *AOG*. Certainly it is clear that the sprint series has vastly improved the standard of starting and the fleet is now more comfortable racing in close quarters. No one is hanging back from the line and most if not all of the fleet cross the line close to the gun. Tacking duels are common and boats are hunting for the side of the course with greatest advantage.

One of the highlights of the day was *Cecilia's* return to form. She has been missing in action in some recent events accentuated by spinnaker difficulties – but today her spinnaker work was impeccable.

Amoeba and *All Our Girls* recorded convincing victories in PHF and CBH handicaps respectively, each winning five out of six races. *All Our Girls* and *Crossbow* tied on points for Line Honours, with *All Our Girls* winning on countback (best last race result).

Sprint Series Line Honours – winning times and margins

Race	Winner	Margin	Winning Time (Elapsed)
Race 1	<i>Crossbow</i>	0 min 11 secs	27:23
Race 2	<i>All Our Girls</i>	0 min 44 secs	26:03
Race 3	<i>Crossbow</i>	0 min 12 secs	26:35
Race 4	<i>All Our Girls</i>	1 min 48 secs	22:08
Race 5	<i>Crossbow</i>	1 min 05 secs	21:08
Race 6	<i>All Our Girls</i>	1 min 31 secs	19:39

Final Placing's Seasons Point Score Race 6 (second half of the Summer Sprint Series)

Line Honours	First <i>All Our Girls</i>	Second <i>Crossbow</i>	Third <i>Amoeba</i>
CBH	First <i>All Our Girls</i>	Second <i>Crossbow</i>	Third <i>Jeanie</i>
PHF	First <i>Amoeba</i>	Second <i>Cecilia</i>	Third <i>All Our Girls</i>

Final Placing's Summer Sprint Series (Race 1-3 November and Races 4-6 January)

Line Honours	First <i>All Our Girls</i>	Second <i>Crossbow</i>	Third <i>Amoeba</i>
CBH	First <i>All Our Girls</i>	Second <i>Crossbow</i>	Third <i>Jeanie</i>
PHF	First <i>Amoeba</i>	Second <i>Crossbow</i>	Third <i>Jeanie</i>

Seasons Points Score Race 6

Summer Sprint Series – Races 4,5,6 January 17

Yacht	Rating		Aggregate Points			Overall Place		
	PHF	CBH	Line H	CBH	PHF	Line Honours	CBH	PHF
Amoeba	0.959	0.770	10	14	4	3	5	1
Cecilia	0.942	0.695	15	13	8	5	4	2
All Our Girls	1.362	0.810	4	6	12	1	1	3
Crossbow	1.329	0.840	5	7	13	2	2	4
Jeanie	0.967	0.615	17	8	14	6	3	5
Transaction	1.031	0.840	12	21	14	4	7	6
Mari Anne	0.903	0.615	21	15	19	7	6	7
Corrado						DNC	DNC	DNC
Eikon	1.067	0.795				DNC	DNC	DNC
Tangaloa	0.950	0.680				DNC	DNC	DNC
Star of the Sea	1.047	0.785				DNC	DNC	DNC
Hang Ten	1.350	0.870				DNC	DNC	DNC
Mapuche	1.000	0.770				DNC	DNC	DNC

**HRYC 2014 Summer Sprint Series
Line Honours - Final results**

Boat	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points	Place
All Our Girls	2	1	2	1	2	1	9	1
Crossbow	1	2	1	2	1	2	9	2
Amoeba	3	3	3	3	4	3	19	3
Transaction	5	8	7	5	3	4	32	4
Jeanie	6	4	6	6	5	6	33	5
Cecilia	7	7	5	4	6	5	34	6
Mari Anne	8	5	8	7	7	7	42	7
Eikon	4	6	4	13	13	13	53	8

**HRYC 2014 Summer Sprint Series
CBH - Final results**

Boat	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points	Place
All Our Girls	1	1	1	1	4	1	9	1
Crossbow	2	4	2	2	2	3	15	2
Jeanie	3	2	3	3	1	4	16	3
Mari Anne	6	3	4	5	5	5	28	4
Amoeba	4	5	6	6	6	2	29	5
Cecilia	8	6	5	4	3	6	32	6
Transaction	7	8	8	7	7	7	44	7
Eikon	5	7	7	13	13	13	58	8

**HRYC 2014 Summer Sprint Series
PHF - Final results**

Boat	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points	Place
Amoeba	1	1	1	2	1	1	7	1
Crossbow	2	4	2	4	6	3	21	2
Jeanie*	3	3	4	6	2	6	24	3
All Our Girls	4	5	3	3	7	2	24	4
Cecilia	8	6	6	1	3	4	28	5
Mari Anne	7	2	5	7	5	7	33	6
Transaction	5	8	7	5	4	5	34	7
Eikon	6	7	8	13	13	13	60	8

*Result determined by countback

The challenges for *LOL's* crew

For those of you who think you work hard racing your boats, then spare a thought for the start boat crew, who either work like navvies or are bored to tears waiting for you to finish.

LOL's day starts with her designated crew heading off with the Rear Commodore to lay the buoys, racing back to drop him off, and then back down the river to anchor and wait for you guys to arrive and logon.

Their next task is to deal with the precision timing of the race start. This involves the waving of a range of brightly coloured flags (in the correct order), and wrestling with that ornery hooter (which in reality, is an ongoing challenge to mankind in general).

ob and Gail getting a ride home from *SotS* *L. Malone, 17.1.15*

Once you're safely underway, they up-anchor and reposition *LOL*, so you all have something to aim for (very generous). From this point though, it's a choice of battling boredom, or catching up with an afternoon nap. Eventually you all swan back for the finish (which creates a minor flap), as the crew have to snap to and focus on accurately recording your times.



Rob and Gail getting a ride home from *SotS*

Libby Braybrooks

Now it's up-anchor (again), and head off to retrieve the two race buoys that you guys have spent so much time and energy racing each other around. As mentioned previously, there's a knack to retrieving these buoys and it takes stealth and cunning to get the little suckers to give up their watery surroundings and return to the HRYC fold.

OK, so that's a typical day out for *LOL's* crew, but on the odd occasion they've had a not so normal day, and been thrown a curve ball; the last two outings have been such an example. On both occasions, the culprit was *LOL's* fuel lines suffering from a bout of sea sickness, or to put it more simply, the choppy water seems to somehow allow air to get into the fuel pickup lines, which eventually results in the engine cutting out (I think... don't quote me on this). Cliff and John are currently exploring ways to resolve this problem, so watch this space.

So HRYC racers, spare a thought for your start boat crew. Give them your best smile, thank them for their efforts, and buy them a beer when they make it back to the pub.

Australia Day

Star of the Sea



Star of the Sea in Refuge Bay
L.Malone 26.1.15

You'll no doubt recall what an abysmal day the weather gods offered us for our national day of merriment, so I thought I'd show those of you who stayed at home and kept your feet dry, just what you might have missed.

The hardy souls, who braved the elements at Refuge Bay, were rewarded with the splendid vision of *Star of the Sea*, ablaze with colour and merriment - and putting on a grand show for the day's festivities. For as long as I can remember, Libby has put the champers on ice and run up the bunting for our national holiday.

Dreamtime and Inspiration



Dreamtime alongside of Inspiration
E. Levy 26.1.15

The weather was none too promising, with grey skies and the odd shower, when captain Mark, first mate Hong and crew Ed, left Woodford Bay in *Inspiration* (Catalina 36) at 0800 to meet up with John, Michelle and friends, on *Dreamtime* off Woolwich Wharf. From here, we motored down a rather vacant harbour, passing the swimmers at the Opera house, to an area south of the three P&O ships, where we finally raised *Inspiration's* sails.

As we made our way to the heads in *Dreamtime's* wake, a cup of sweet tea raised our spirits as well as temperatures - who would have thought that we were sweltering the previous day. Both boats had a precautionary single reef in the main, but apart from a slightly confused sea off north head, we sailed along easily with the south easterly behind us.

Dreamtime set a good pace, and we were only able to catch her off Newport Beach after shaking out our reef. We then bid her goodbye, and turned into the 15 knots of southerly, and two meters of sea for the beat home. *Dreamtime* moved quickly up the coast into a rain shower, and was soon lost from sight, as was most of what we could see looking toward the land. No fear, we had the laptop plotter and knew exactly where we were.

Heading back south, into the occasional wave which came over the bow, was slow progress at around 6 knots. We came across two ocean kayakers about five miles off Long Reef, who were quite happy in the conditions, and they stayed with us until North Head. We kept crossing into them on tacks, and had to keep an eye out for them as they were quickly lost in the ocean dips. After making a few more tacks to clear North Head (which seemed a longer bit of land than I recalled), we finally popped into the harbour.

Here, there seemed to be boats who were returning from Australia day festivities, a few out for a sail (or day on the water), but in general, it was quiet for a Sunday/Australia day – I assumed the weather was the main factor.

Back again past the *Pacific Dawn*, *Pacific Pearl* and *Pacific Jewel*, as well as *HMAS Canberra*, which was now, rather large in front of us. Mark advises that although it's an amphibious assault ship designed to launch helicopters, the ramp on the bow was retained (designed to launch *Harrier Jump Jets*) in the Australian version of the Spanish ship, as it was too expensive to adapt it for our needs.

With the wind easing and Hong on the wheel, we motor-sailed up the river to home at about 1700 and (another) quiet beer on the mooring.

Ed Levy – *Inspiration*



Imagination follows Dreamtime up the coast E. Levy 26.1.15

HMAS Canberra



HMAS Canberra passing the Opera House ... and lining up with the Harbour Bridge (B. Wickham 26.1.15)

The newly commissioned *HMAS Canberra* flew the nation's colours for a much larger audience in Sydney Harbour.

(In case you were wondering, yes she can make it under the Harbour Bridge, but with only a metre or so to spare. For those want to read more, go to - <http://www.hmascanberra.com/history/nushipcanberra.html>)

    **Rumour Has It ...**

LOL Jnr



In case you haven't caught up with the news, we now have a dinghy for *Lollipop*, and its nickname (so far), is *LOL Jnr*. Like most things in the club though, the name is open to debate, and if you want to have your two cents worth, then you'll no doubt let us know.

Our thanks go to David Wright, who sourced the dinghy and set her up, and to John Neef for giving her a distinctive paint job.

The club's new dinghy, *LOL Jnr* L. Malone, 28.1.15

If you need a key, then contact John Neef, Cliff Sutton, Mark Cole, Libby Braybrooks or Lee Malone.

***Zeehaen's* heading for UnZed**

The time has come for *Zeehaen* to bid us farewell, with Lou and Rob planning to depart for New Zealand in the first week of February. Their first stop will be Neutral Bay to (hopefully) clear customs.

From here it's a short trip back down the harbour, a gentle right at the heads and then an 1174 NM sail across the ditch. They're aiming for Nelson, the northern tip of the South Island, and are hoping to complete the journey in 8-10 days.

I'm sure you'll join me in wishing them bon voyage and a (really, really, really) safe trip.

For those of you who want to sign on as vicarious crew, then you can follow their progress at:

<http://www.sailblogs.com/member/zeehaen/>

<http://skipr.net/where-is/boat-pages/?boatid=833>



Zeehaen's crew setting off to NZ – from Parsley Bay (L. Malone, 29.1.15 and Google Maps)

Postscript - Email received from Zeehaen - Tuesday February 3 2015

“Hi all,

After a few hectic weeks of preparations, boat jobs, sorting bank and customs details etc. etc. we made our escape. Had a lovely dinner on Sunday at Tony and Anne's place at Hunters Hill and Lou's sisters visited to bid farewell. We anchored in front of their house overnight.

Went to the customs wharf at Neutral Bay just after 9am on Monday morning where it was fairly low key. Had our passports stamped and particulars of the boat taken. We were out of there at 9.30am.

Departed Sydney Heads at 10.55am with a strong southerly blowing and a reef in the mainsail. Had a wild day and night sailing. Got down to double reefed mainsail and staysail. Now happily sailing in the sunshine on Tuesday afternoon with all sails set. Almost on our Rhumb line.

Hope all things are fine back there with you land lubbers. Won't be able to update skipr.net or sailblogs until we get to New Zealand.

Travelled 170 Nm so far. 994 Nm to the tip of the South Island.

Love Rob and Lou xx”

Calendar of Events 2015					
Month	Day	Date	Events for 2014/15	Time	Comment
February 2015	Sat	7	Three Island Race	TBA	
	Sat	14	BBIC Race 3 / Brooklyn Bash		
	Sat	21	Seasons Point Score Race 7	1330	
March 2015	Sat	7	Autumn Passage Series Race 1		
	Sat	14	BBIC Race 4		
	Sat	21	Seasons Point Score Race 8	1330	
April 2015	Sat	4	Crews Race		
	Sat	18	Seasons Point Score Race 9	1230	Daylight saving ends April 5
May 2015	Sat	2	Autumn Passage Series Race 2		
	Sat	16	Seasons Point Score Race 10	1230	
June 2015	Sat	6	Autumn Passage Series Race 3		
	Sat	20	Winter Series Race 1	1230	
July 2015	Sat	4	TBA		
	Sat	18	TBA		
August 2015	Sat	1st	TBA		
	Sat	15th	TBA		
September 2015	Sat	5th	TBA		
	Sat	19th	TBA		
October 2015	Sat	3rd	TBA		
	Sat	17th	TBA		
November 2015	Sat	7th	TBA		
	Sat	21st	TBA		
December 2015	Sat	5th	TBA		
	Sat	19th	TBA		

Keep the date...



- What** Brooklyn Bash/BBIC - end of race BBQ
- When** Saturday February 14th
- Where** McKell Park
- Volunteers** Required to drive *LOL*, man/woman the BBQ, act as general roustabouts, etc.