



Even Keel

The quarterly newsletter of the Geelong Trailable Yacht Club Inc.



Sonatas and Ultimates mingle at St Helen's during the February regattas (photo courtesy Geelong Coast Guard)

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Autumn 2013

Even Keel is the official quarterly newsletter of the Geelong Trailable Yacht Club Inc.

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The editor welcomes relevant articles and photos from members and sponsors. Content for the summer edition of *Even Keel* should be with the editor by 16 February 2013. Please send copy in Word format and images as TIFF or JPEG files. **Disclaimer:** articles and advertisements in *Even Keel* do not necessarily reflect the opinions of the Editor, Flag Officers, Committee Members, or general membership of the GTYC Inc.

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Club Website: www.gtyc.com.au

Club Phone: 0422 131 582 (*emergencies/race day inquiries*)

Commodore's Report

Well, a lot has been happening. Any thought that the Christmas period would be a quiet time was dashed early on, but it has been exciting, enjoyable and informative.

Our Christmas Party was held at Bob and Linda Balding's place at Lara, a perfect venue for such an event, with very hospitable hosts as well. The event began with a complimentary glass of champagne (thanks Ray), then everyone enjoyed the BBQ and myriad salads and sweets provided by guests. Santa, bearing an uncanny resemblance to Mein Host, distributed gifts to all. My thanks to Bob and Linda, to Tony Doolan who organised the meats, and to all who assisted to make the night enjoyable.

On November 30 last year Steve Walker, the new Chief Executive of YV, came to Geelong to discuss the potential for GTYC affiliation with YV/YA. Long-term members may recall that GTYC

ceased paying YV/YA fees in 2009 because the Club could not afford them and YV, at the time, refused to move us down a category. The outcome of the meeting was that Steve offered us a lower category, reducing the fee from about \$2500 to \$1134, an amount we can afford. The special General Meeting on the 16th February endorsed the issue now that YV are offering what we asked for (more detail in a short article later).

In December, the Geelong Coast Guard and GTYC accepted a set of plans for a new, shared building on the Coast Guard side of the St Helen's groyne. Essentially, the new building would replace our rotunda and be close to pontoons, ramp and trailer park.

Early in February, we were advised that a preliminary costing by professional quantity surveyors was completed. The costs were a shock. Apparently, the regulations for construction of commercial buildings (which ours is classed as)

drive the costs to be three times domestic housing costs. As a result, we, in conjunction with the Coast Guard, will have to do some trimming of the plan to make the project affordable. This will happen very soon so that the timeline is not significantly affected.

GTYC was advised in November last year that the law governing Incorporation of Associations and Clubs would be changing. The new law, titled 'Associations Incorporation Reform Act 2012 (VIC)' came into effect on 26th November. On 5th December, Mike Alden (GTYC Public Officer) and I attended an information session in Melbourne conducted by legal firm Rogers and Landers, who specialise in this area of law. The changes mean we will have to change our club's rules in a minor way, and we will need to review some aspects of committee operation. We have until June 30 to do this. A summary of the effects on our club operations and our rules appears later in this newsletter.

With all that, the Christmas cruise was a welcome relief. Val and I went to the Gippsland Lakes for a week and a bit. There were several GTYC members there, including Bob and Linda Balding, Christian and Liz Hamann, Peter and Marion Jones and Barry and Leanne Palich. The wind was not kind, but Chinaman's Creek is a wonderful place to stay in such conditions.

We conducted the Ultimates' and Sonatas' regattas on the 23rd and 24th of February. Both associations requested events on the same days, so about 25 to 30 yachts visited St Helen's for the weekend.

It was a big event for us, both financially and organisationally – as big as some trailable yacht festivals of past years. Our teams of volunteers were outstanding and the event was a resounding success. Thanks and congratulations to all who were involved.

Good sailing, John



A very relaxed Commodore on holidays, at the lookout above Chinaman's Creek

Vintage Red on a peaceful berth at Chinaman's Creek



Honorary GTYC Life Membership: Chris Hancock

At a special general meeting on 16 February 2013, one of the two motions put to members was that Chris Hancock be made an Honorary Life Member (moved by John Mole, seconded by Jim Bland). The 10 eligible voters present and 12 proxy votes all voted in favour of the motion.

Chris joined GTYC in 1978 so, in 2013, he will have been a member continuously for 35 years. When he joined, Chris's only sailing experience had been two weeks in the army!

Chris started out crewing for Mike Alden on Mike's Sunmaid, and later on Mike's Seaway. In 1979 Chris bought his own yacht, a Clifton 700, for racing and cruising. The Clifton's fixed, shoal-draft keel, necessitated submersion of the trailer for launch and retrieve. It was not long before a swing, cast-iron keel was fitted, which eased the launch and retrieve issues but introduced lots of drag. In due course, blunt, rough cast-iron was replaced by smooth, streamlined fiberglass with 200 kilograms lead ballast.

In those days, Jean dealt with the tiller while Chris trimmed the sails.

In 1989, Chris sold the Clifton and bought workmate Len Bent's "Beaujolais", a beautifully prepared Noelex 25, which Chris and Jean have to this day.

For about 30 years of Chris' membership, Chris and Jean have been actively involved on the Committee: Chris taking responsibilities including Ordinary Committee Member, Treasurer and Rear Commodore. In fact, it was only those years when afternoon-shift work made continued participation impractical that Chris was not on the Committee.

Chris and Jean have always been willing to raise their hands to offer help whenever there was work to be done, and have always participated in club events to the joy of other members.

It is an outstanding record of service and participation over a very long period.

So it is with great appreciation and admiration that I welcome Chris as our club's newest Honorary Life Member, which carries with it Honorary Life Social Membership for Jean.

John Mole, Commodore



Chris (left) and Jean (right) hard at work at yet another GTYC function

Racing Report

Sunday 3 January 2013

Race 5, Short Race series

Officers of the Day: Glenn Kewish and Colin Olney

Moderate winds, 8 to 10 knots, SW to W.

Division 1 started well with Peccadillo first over the line, followed by a slow-moving Driftus (after sorting out its headsails).

In the Division 2 start Down Under crossed the line early with Dynamic Duo, so both had to come back to re-address.

Dynamic Duo actually started with Division 2 but should have started with Division 1.

Talking to the skipper later, he advised us that he was 'just going to tag along', but his time was taken for the race anyway.

I think we need to encourage all members to just 'have a go', as we need numbers on the water.

Race 4, Summer Series

Freshening, variable winds rising to 20/25 knots at times, generally W to S/SW.

All boats were very close on most of the legs. The RL had a good first downwind leg and built up a handy lead, only to lose it on the upwind beat.

It was very hard to split the winners, but in the end Beaujolais (who had put in a double reef) ended up making the difference between it and the other yachts with better speed and control. Beaujolais used this to its advantage to eventually claim line honors.


Peccadillo did a quick headsail change just near the woodchips off North Shore, and this also proved a big help to its performance.

With this, all boats had a very close finish, leaving only a narrow margin between both ends of the fleet after a long race.

The wind proved a bit too much for Dynamic Duo, and it withdrew from the race.



Vimtage Red just ahead of Beaujolais and Down Under in a close leg



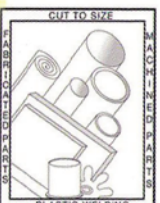
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Racing Report

Sunday 17 February 2013

OODs: Chris Hancock, assisted by Andrew Fryers and Andrew Cerasuolo

Race 6, Short Race series

The chosen course was CB3 to CB2, and back to St. Helens. The wind was from the south east, at a very light 0-3 knots.

Division 1 started at 10.20 am and there were five yachts: Piccadillo, Driftus, Qumbu, Charisma and Sea Wind. There was an individual recall for 'Sea Wind' because she went over the line before the start. It was then difficult for her to restart because of the lack of wind.

Division 2 started 20 minutes later, with the fleet consisting of just three yachts: Dream On, Five O'Clock Somewhere, and Vintage Red.

The race took 1 hour and 30 minutes, with first over the line being Five O'Clock Somewhere, followed by Dream On, Vintage Red, Piccadillo, Charisma, Driftus, Sea Wind and Qumbu.

Race 5, Summer Series

The chosen course was CB6 to CB5 and back to St. Helens, as the wind had now changed direction to NE, and has risen slightly to 5 knots.

Division 1 started at 1.40 pm and consisted of just two yachts: Charisma and Piccadillo.

Division 2 started at 2.00 pm and consisted of three yachts: Dream On, Five O'Clock Somewhere and Vintage Red.

The race again took about 1 hour 30 minutes with 5 knots of wind throughout. The 20 minutes between the divisions race of this duration was excellent, as all the yachts came over the line within 10 minutes.

Race results are available from the GTYC website at www.gtyc.com.au

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Languid scenes sailing on Corio Bay during the Sonatas' and Ultimates' regattas, held on 23 and 24 February (see reports later in Even Keel)

YV/YA Affiliation

Cast your mind back to 2009 and you may recall that GTYC was experiencing financial trouble. The combination of high insurance costs (around \$2400 pa) and high Yachting Victoria/ Yachting Australia (YV/YA) charges (around \$2500 pa) were steadily bankrupting us, in spite of valiant fund-raising efforts which had little to do with sailing.

The rapid increases in membership fees were driving members away, leaving fewer members to cover the costs, leading to even higher fees. We were putting nothing away to renew our assets. It was obvious that in only three or four years we would be bankrupt. We had to do something to reduce these massive fixed costs.

GTYC moved away from the YA insurance scheme to a more common sports insurance, saving \$700. In addition, GTYC opened negotiations with YV CEO, Ross Kilborn, to change our membership category from E (around \$2500 pa) to F+ (around \$1100 pa). The negotiations dragged on for about 18 months and, in the end, YV/YA refused to change our category, so we ceased to pay them. However, because the matter was finalised after October 30, YV insisted we pay the \$2500 for that year, which we refused to do.

These changes basically saved our club. The reduction in our fixed costs turned around our club's finances and membership decline, but we were at risk of losing members who needed YA Silver Cards. To provide these, we subsidised membership with Corio Bay Sailing Club at a cost to the club of \$950 pa.

Last November we became aware that the new YV CEO, Steve Walker, was interested in discussing with us the potential for YV re-affiliation. At a meeting in Geelong I took him through our financial situation (as I had with Ross Kilborn three years earlier). Steve accepted our position and committed to take to the YV Board a motion that GTYC be changed from E Category to F+ and to annul perceived debts. I, in turn agreed to take to our members, a proposal to affiliate with YV/YA if he was successful.

We subsequently received a letter confirming the YV proposal, so a special general meeting to gauge member acceptance was organised for 16 February 2013. The F+ fee for 2012-13 is \$1134, just a little more than the amount of the subsidy the club has been paying and is affordable.

At that meeting, a majority of eligible members voted for re-affiliation with YV/YA, so we shall now pursue that renewal.

John Mole



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Airshow Cruise 2013

A beautiful day greeted us as Rae Ellen and I and two friends prepared to leave St Helen's jetty at lunchtime on Sunday March 3rd, on our way to moor just off Avalon beach to see if we could catch a glimpse of the amazing aircraft as they strutted their stuff for the 2013 Australian Airshow.

What little breeze there was, I guess approximately 6 knot if that, was right on the nose as we sailed through the channel past Point Henry. After passing the sandbank we altered course to Avalon and enjoyed a beam reach of 2.5 to 3 knots; not overly fast but very enjoyable, and the term "Chardonay sailing" came to mind.

Upon arriving off Avalon, I was surprised to see so many watercraft already there. There were large keel-boats and catamarans, motor cruisers as well as a number of smaller yachts and motor boats. There were a few jet-skis and a flotilla of kayakers who had paddled right in to the beach and were enjoying a close-up view indeed!

It was really great to see so many people enjoying the water, as a number of people relaxed on deckchairs on their yachts socialising and a number of children swimming off the stern of their boats, enjoying the sunny day and the cool water.

I must say it was a fantastic way to wind down after a busy week. Floating around enjoying good company and good food, only having it interrupted from time to time with feats of acrobatics by the biplanes; the incredible speed of the Hornets; or the amazing power of the huge transport planes.

In particular, we had a box-seat as the Raptors flew over the top of us twice, no more than 100 metres above as they zoomed into Avalon airport (so close that we could easily see the pilots! – very LOUD too). We also had an amazing view of one of the huge transport planes as it flew in low over the top of us to come in to land.

At approximately 5 o'clock the southerly arrived and the wind rose from almost nothing (with glassy seas) to a ½ to 1 metre high chop with approximately 18+ knots within 15 minutes.

Within half an hour most of the watercraft had turned for home, and we thought, this was probably not a bad idea, so we did the same. We motored from Avalon into the wind and then put up our sails just before turning into the

channel. We then had an incredible time sailing back on several very fast reaches!

Through the channel we were flying (at least for us), topping out just under 7½ knots of boat speed. Then when we changed course to starboard to head toward St Helens, we enjoyed a constant 6½ knots speed all the way home.

Was it worthwhile? Absolutely! I invite you to come and find out for yourself next time the airshow is in town.

Paul Graham



Ultimates' and Sonatas' Regattas

Saturday, 23 February 2013

OODs: Barry Palich, with Jim Bland

The briefing at 9.00 am was well attended, and while John Mole took down details and signed in all participants, the group was welcomed to GTYC and Barry Palich gave the briefing.

The scheduled start was 10.00 am for the Ultimates and 10.30 am for the Sonatas. The weather was fine and sunny and a 5 to 7 knot breeze from the east made for ideal conditions.

Some skippers who mostly cruise may have been a little unsure of the starting procedure, so for the first race the experienced skippers got away to a good start, whereas some boats took their time to cross the line.

There were eight boats in the Ultimate start, with Len Hadfield in Laros getting away first, and Inspiration close behind. Don Jenkins in Jolly Frog had equipment failure and was forced to return to the dock for running repairs.

Len maintained his lead throughout the race, and although the control boat was in the wrong position for the finish, we did register the finish times: Len crossed the line about 30 seconds ahead of Inspiration.

The Sonata start was a little more orderly and, except for two boats, the fleet got away to a good start.

The course for both the Ultimates and Sonatas was a shortened version of the Olympic triangle course with a downwind finish.

By the time the Sonatas had completed the course we had sorted out the problems with the finish line, and we had no problems accurately recording the finish times of all boats as they crossed the line.

Adagio crossed in 1:17:26 followed by Sea Mistress, then came the two Nolex 25s crossing the line within a second of each other to the delight of both crews – including two very excited young boys on Brinie Blue.

The afternoon races enjoyed a 10 knot breeze, but the courses were shortened a little by reducing the distance to the windward mark. All boats in both divisions enjoyed a brisk sail, and winning the races seemed less important than

just being involved. In fact, some of the slower boats enjoyed being out there a little longer, with the two Nolex 25s separated by only nine seconds over the line! Great fun.

With the boating activity over it was time for socialising with drinks and food. Our guests were treated to an evening meal of steak, sausages and salads followed by fresh fruit salad and ice cream.

(Report for Day Two continues after photo spread on the next page.)



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Sunday, 23 February 2013

OODs: Geoff Russell, with Barry Thomson and Colin Onley

After a big night of eating, tall sailing tales and a few drinks, the Sonata and Ultimate skippers and crews were back for more early on Sunday morning.

And though we had planned to run two stern-chasers and a short passage race, the wind had other ideas. At the early morning briefing at 9.00 am there was barely a zephyr on the water, and we discussed delaying the starts with both associations in the hope that the wind might rise as the morning progressed.

However, by the 10.00 am start time there was just enough breeze (about 4 knots from the SE) to get the two Ultimates' divisions underway in their teams race, albeit around a significantly shortened course. We then started the Sonata sternchaser 10 minutes later, also around a shorter course than planned.

The sternchaser start meant that each boat had to cross the start line at an individually calculated number of minutes after the start flag came down. Thanks to a set of scoreboard-type numbers John Mole had constructed, we on the start boat were easily able to display the passing minutes to help each boat cross at its appointed time. This process worked extremely well, and made a potentially complex process a lot easier for both the OOD and the fleet – so well done John!

Unfortunately, the weather was not so obliging. Although it was a beautifully sunny day out on the bay, the wind died away to almost nothing, and all boats were truly tested in trying to find those elusive dark patches on an otherwise largely glassy surface.

With the clock ticking on toward lunchtime, we decided to shorten the course at CB2 for the Ultimates and the Sonatas, and all boats seemed grateful to eventually reach us, cross the line and spark-up their iron sails to head in for some lunch.

The afternoon proved little better in terms of wind. Despite just 3-4 knots coming from the SE, the Ultimates decided to continue with their planned sternchaser (around a shorter course), so John's countdown numbers got another workout. Most boats got away at their allotted time, though one (obviously confused) skipper

delayed his start by a full seven minutes. Another boat got stuck in a 'windless hole' back near the groyne corner, and could barely turn around in the light air, let alone sail for the line on time.

Somehow they all got sailing, and the sunny conditions made up for the lack of wind. However, knowing that most skippers wanted an early finish to pack-up head home on time, we had no option but to again shorten the course just prior to the downwind leg, after two hours struggling in the oily conditions.

No-one seemed to care; it had been a lovely day on the water, even if it wasn't fast and the spinners stayed in their bags. One less thing to pack up!

The OODs from both days wish to express our thanks to all GTYC members who helped with the organisation of this wonderful weekend, especially John Mole who spent countless hours in preparation of the sailing events, and Leeanne Palich who prepared the Saturday evening meal for the almost 70 guests and GTYC members – ably assisted by Barry.

From the comments of our guests – and a later donation of an extra \$100 to the club's coffers from the Sonata Association – the weekend was both a popular and financial success. We're sure both groups will be keen to return to events run by GTYC in the very near future. It was certainly a pleasure to host such appreciative sailing colleagues on our home waters!

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New Associations Incorporation Reform Act 2012

As mentioned in my Commodore's Report, GTYC was advised in November 2012 that a new law, titled '*Associations Incorporation Reform Act 2012 (VIC)*' would come into effect on 26th November 2012.

Mike Alden (GYTC's Public Officer) and I attended an information session on 5 December in Melbourne conducted by legal firm Rogers and Landers, specialists in this area of law.

GYTC's current rules largely already comply with the new law, but some changes (summarised below) will necessitate revision of our rules:

- Details of duties of Officers and Committee members change. We may have to revise our existing duties – expected to be minor.
- Office holders has been expanded to include 'other influential people'. This means that a past Office Holder who has influence on the Committee, is considered as an Office Holder for pecuniary and material interest considerations. This will require changes to our Rules and to the way our Committee members respond to outside influences.
- Breach of duty penalty changed to up to \$20,000 per person.
- 'Pecuniary interest' is expanded to 'material personal interest', which is not necessarily financial – will require changes to our Rules and to Committee responses to outside influences.
- The 'Public Officer' will be called 'Secretary'. This means that we must either have our secretary perform the duties of the Public Officer or re-name our traditional secretary to something else eg. Administration Officer or the like.

The Committee will draft the necessary revisions to our rules and call a special general meeting to formally discuss and accept them before the due date. We have until June 30 to make these changes.

John Mole

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A blowy road trip to Portland ... by caravan

In February Jim and Pam Bland towed their van to Portland for a short summer break ...

On leaving Geelong at about 8.30 am on Friday, we fought a W-NW wind most of the way to Portland, travelling some 310 kilometres. I'd not been there since I was 10, and Pam had only been there once before a number of years ago.

Taking the best part of four hours, we arrived at the caravan park overlooking the port situated near the old lighthouse on the cliff edge. We settled into our location and took a break from driving over a couple of cold ones.

Our friends from Ballarat arrived after lunch on Friday, having encountered the same windy conditions we had the previous day. We tried to fish off the breakwater but it was impossible in the wild wind. So we resorted to the beach with the necessary long rod for about an hour, caught only a four-inch tiddler and gave up. Then it was off to the local Opp shops for some serious negotiating, and obviously had to leave some cash behind after buying a few odd items.

On Saturday arvo we visited the Portland Trail-able Yacht Club and were invited in for some hospitality over a few drinks, telling us they had to abandon their racing due to the wind. At the same time we handed out a few GTYC cards and spoke to them about the Queenscliff to Geelong Yacht Race and Cruise. (Later, on arriving home, I forwarded them the NOR and SI with a flier and a GTYC burgee).

Sunday after lunch we went fishing with our friends from Ballarat, but had to resort to the channel as the wind had not abated, We caught six small fish (trout and taylor).

On Monday arvo it was time to pack-up and head back to Geelong. Believe it or not: the wind was the same strength but had swung around to the SE, giving us almost a head wind all the back home. Obviously, our fuel consumption was not good, arriving back late afternoon. Overall though, we had a good trip.

Jim Bland





The Queenscliff *to* Geelong *Race*



10.30am, Sunday 3 November 2013



A challenging long-passage race from Queenscliff to St Helen's Marina (Geelong), organised by the *Geelong Trailable Yacht Club*, with trophies and sponsors' prizes awarded for several divisions. Enjoy a BBQ dinner and stay overnight at Geelong, ready for a leisurely cruise back to Queenscliff.

Download the **NOR** at www.gtyc.com.au or phone the GTYC on 0422 131 582 or email secretary@gtyc.com.au



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Geelong Trailable Yacht Club Inc. 2012 - 2013 Calendar						
					Revision - Prelim 3	Date 21/08/2012
Month	Date	Event	Time	Location	OOD	
OCT 2012	Sun 7th	Short Series - Race 1	10.00am	St Helens	Kevin O'Neill & Doug Gadd	
		Seniors Sailing Afternoon	01.30pm	St Helens	Kevin O'Neill & Doug Gadd	
	Sun 21st	Short Series - Race 2	10.00am	St Helens	Dennis McDowell & Bob Balding	
		Summer Series - Race 1	01.30pm	St Helens	Dennis McDowell & Bob Balding	
	Sat 27th	Queenscliff to Geelong - Div 1 - Div 2	10.00am 10.15am	Queenscliff Queenscliff	Mike Allden Mike Allden	
NOV 2012	Sun 4th	Open Day - Sailpast - Barbeque - Sternchaser	11.00am 12.00pm 02.00pm	St Helens St Helens St Helens	Not required Not required TBA - Club Captain	
	Sun 18th	Short Series - Race 3	10.00am	St Helens	Paul Graham & Paul Webster	
		Summer Series - Race 2	01.30pm	St Helens	Paul Graham & Paul Webster	
	Sat 1st	Arthur The Great Race - Div 1 - Div 2	10.00am 10.30am	St Helens St Helens	TBA - Club Captain TBA - Club Captain	
	Sat 8th	Christmas Party	06.30pm	TBA	Not required	
DEC 2012	Sun 9th	Try Sailing Day	01.30pm	St Helens	Not required	
	Sun 16th	Short Series - Race 4	10.00am	St Helens	Geoff Russell & James Russell	
		Summer Series - Race 3	01.30pm	St Helens	Geoff Russell & James Russell	
	Sun 30th	Christmas Cruise	TBA	TBA	Not required	
		Geelong Week - Regatta		Corio Bay	Not required	
JAN 2013	Sat 26th	Try Sailing Day	01.30pm	St Helens	Not required	
	Sat 26th	Fireworks Cruise	07.30pm	St Helens	Not required	
	Sun 3rd	Short Series - Race 5	10.00am	St Helens	Glen Kewish & Colin Onley	
		Summer Series - Race 4	01.30pm	St Helens	Glen Kewish & Colin Onley	
	Sat 16th	Fun Day / Trivia Night	TBA	TBA	Not required	
FEB 2013	Sun 17th	Short Series - Race 6	10.00am	St Helens	Chris Hancock & Ken Friars	
		Summer Series - Race 5	01.30pm	St Helens	Chris Hancock & Ken Friars	
	Sat 23rd	Ultimate Yachting Association Regatta	TBA TBA	St Helens St Helens	TBA - Club Captain TBA - Club Captain	
	Sun 3rd	Short Series - Race 7	10.00am	St Helens	Terry Fraser	
		Summer Series - Race 6	01.30pm	St Helens	Terry Fraser	
MAR 2013	Sat 9-11th	Marley Point Race	TBA	Lake Wellington	Not required	
	Sat 9-11th	Autumn Cruise	TBA	TBA	Not required	
	Sat 16th	Steamboat Cup - Div 1	10.00am	St Helens	TBA - Club Captain	
		Steamboat Cup - Div 2	10.30am	St Helens	TBA - Club Captain	
	Fri 29 - 31	Easter Cruise	TBA	TBA	Not required	
APRIL 2013	Sun 7th	Summer Series - Race 7	11.00am	St Helens	John Mole	
	Sat 20th	Try Sailing Day	01.30pm	St Helens	Not required	
	Sun 21st	Summer Series - Race 8	11.00am	St Helens	Barry Palich	
	Thurs 25th	Anzac Day - BBQ	Noon	TBA	Not required	
MAY 2013	Sun 5th	Summer Series - Race 9	10.00am	St Helens	Bruce Ewan	
	Sun 19th	Winter Series - Race 1	11.00am	St Helens	Kevin O'Neill & Doug Gadd	
	Sun 2nd	Winter Series - Race 2	11.00am	St Helens	Dennis McDowell & Bob Balding	
	Sat 8 - 11	Winter Cruise	TBA	TBA	Not required	
	Sun 16th	Winter Series - Race 3	11.00am	St Helens	Paul Graham & Paul Webster	
JUNE 2013	Sat 22nd	Club Dinner	07.00pm	TBA	Not required	
	Sun 7th	Winter Series - Race 4	11.00am	St Helens	Geoff Russell & James Russell	
	Sun 21st	Winter Series - Race 5	11.00am	St Helens	Glen Kewish & Colin Onley	
	Sun 4th	Winter Series - Race 6	11.00am	St Helens	Chris Hancock & Ken Friars	
	Sun 18th	Winter Series - Race 7	11.00am	St Helens	Terry Fraser	
AUG 2013	Fri 23rd	Annual General Meeting	07.00pm	TBA	Not required	
Month	Date	Event	Time	Location	OOD	
SEPT 2013	Sun 1st	Winter Series - Race 8	11.00am	St Helens	John Mole	
	Sat 14th	Cluster Cup - Division 1	10.00am	St Helens	TBA - Club Captain	
		- Division 2	10.30am	St Helens	TBA - Club Captain	

