

# November 2021

Edition 7

Fall Series top 3 boats



Third Place – Ruckus



Second Place – janes addiction



First Place – Aura

## Sunshine Coast Yacht Club Newsletter

Welcome to the seventh edition of our newsletter! In this edition, I review our distance race to Halibut banks, we talk reefing with Peter Heiberg, Brad Lowell gives us some tips on pinching, and David Pritchard provides us with a draft schedule for 2022. As always, there is lots of current information on our website at [www.scycsailing.ca](http://www.scycsailing.ca)

### 2021 Halibut Banks and the Fall Series and other notes

Our Halibut Bank race turned out to be a test for all racers. Winds that peaked at 25 knots with seas from 4 to 6 feet. Congratulations to all that competed and especially to the smaller boats and the single-handed sailors. It was certainly the best downwind run that janes addiction had all year. Unfortunately, the fall winter did not cooperate with us this year. After a stellar summer of racing, we were only able to complete four of the eight races in the series. Cheers to all winners of these two events.

The weather has certainly created havoc across BC, but hopefully we will be able to complete a few fun races during December. Also, I think back on the New Year's Day races I took part in Vancouver and I am crossing my fingers for good weather so we can finally have New Year's Day race.

David's draft calendar draws attention to our next AGM. I encourage all to consider running for a board position. It's not a time-consuming role and new energy always helps us get better. Finally, I am always looking for content for the newsletter, so share some sailing experiences with others!



*"You'll be fine with me."*

*I know these waters like the back of my hand."*

## Halibut Bank Distance Race Winners

### Top three boats



3<sup>rd</sup> place Hara II



2<sup>nd</sup> place Janes Addiction



1<sup>st</sup> place Topless

## Halibut Banks distance race, sailing in heavy weather - Janes Addiction

By Rolf Braun

I had been eagerly awaiting the annual distance race to Halibut banks and back. The previous 2020 race had featured brilliant sunshine and hot weather but not enough wind for anyone to finish. I was watching the marine forecast throughout the latter part of the week, in order to get a feel for what the wind might look like on race day. As the weekend approached, I thought this might be the race that I could run both my spinnaker and staysail to get that extra boost on the way downwind run to the finish line. I have used the staysail on couple of occasions when racing overnight in the Southern Straits race and it provides about .5 to .75 knots in boat speed. I practiced hoisting at dock and had it ready to go on the morning of race day.

My crew of Anna, Huei Jen, Tamara all arrived thinking as I was, the wind looked favourable for the Pogo. As most of you know, the Pogo enjoys a brisk breeze and really struts its stuff in 15 to 20 knots. The previous weekend race had led us down to Mariners Rest in strong breeze and we handled it well and were confident with the forecast for the Strait.

I do not reef the Pogo very often. It manages to stay on her feet in wind up to 18-20 knots, given flattish water. So, we decided to get to the start line without reefing and with my regular jib. I do not have a lot of choice on my headsail selection. It's a pretty small 105% jib and the next step down to the stay sail is very extreme.

As usual, we arrived at the start line early in order get our bearings, check our settings and make a run to the mark. Well, the wind was at the top of the predicted 15- 20 knots range, which was still manageable, but this had compounded with waves steep 4 to 6 ft waves. As we sailed to and about the start line, we kept an eye on the anemometer which showed that the wind was steadily increasing from 17 knots with 20 knot gusts to 18/19 with 21 to 22 knot gusts . We decided to put a reef in the main. I really like being out early, it gives you the time to make better decisions on so many things.

Sailing in brisk conditions with confused tidal seas and breaking waves is an exercise in patience. Its important to get the balance right, the jib needs to be pulled in tight but not too tight, as you will need some power to pull through the waves and up and out of troughs. Halyards are at the top of their range, jib leads are back, outhaul and cunningham are taut. Leech lines on the main and jib need to be tightened. On Janes Addiction I set the mainsheet and play the traveller down to spill the wind in the gusts, and when that's not enough to keep the boat upright the mainsheet is eased. We are all on the high side of the boat.

## Seaworthy puns

I used to have a fear of boats,  
but that ship has sailed.

Making a boat out of stone  
would be a hardship

In the olden days, boats were  
more fuel efficient, they got  
thousands of miles per galleon

The ship's captain is the sales  
manager.

Do it schooner that later

If you like these puns, keep  
checking back for moor!

The driver, that's me, needs to be focused on the waves ahead and the crew needs to be the eyes for everything else. Crew needs to watch for wind, other boats, debris and large waves. When I drive I am not paying a lot of attention to my tell tales, I am keeping speed up, probably pointing higher than I would normally point and attempting to find a smooth line between waves. The plan is to keep the boat moving through the waves without being stopped by the waves. On that day, every time I did not pay attention to the waves 20 feet in front of me, Jane's addiction came to a stop. We were then underpowered and the main had to be travelled up and we had to fall off and regain our speed. Then the traveller gets dropped and concentration on the waves starts again. This costs nothing but time and distance and happened a few too many times during the race.

Tacking needs to be planned ahead of time if possible. I am looking for a flat spot between waves and steady wind with no gusts. On my boat I ask if all are ready for a tack and wait for a response from all. If we are all ready, I call tacking and I begin a relatively slow tack. It's really important that the crew is accustomed to your cadence and method when tacking.

Before I tack I move to the low side of the boat, manage the traveller and then slowly tack, watching for the sail to go across the mast attempting to time the tack, so that the crew has time to release and sheet in the jib comfortably once on the other side. This is even more important in windy conditions. If done correctly, there is no need to skirt my headsail and the sheeting required, will only be 3 or 4 turns on the winch.

Navigation, in windy and wavey conditions, is also very important. The driver I cannot go below to check course, so it is assigned to one person, in our case it was Anna. Anna provided excellent course heading and got us to the Halibut Bank marker very efficiently. For most of the upwind leg, we did not see another boat ahead of us. It wasn't until the mark itself was visible that we noticed Topless ahead of us. They had taken a lower course and easily beaten us to the turning mark by about 15 minutes. Approximately ½ a nautical mile to the mark, the winds began to drop to a steadier 17. We could have used the extra power of a full main but decided to shake out the reef on the downwind run.



## New Products!

### Battery Monitors

I used one of the older Balmar monitors on a previous boat and this looks like an updated battery monitor that can keep you from guessing on how much power you have left in the batteries.

Balmar SG200 battery monitor and MC-618 regulator give you a complete package when it comes to system information. You can monitor both battery state and alternator performance from the color display or from a cellphone app.



Once around the marker, the helm was passed to Anna, who has become a very good downwind helmsman on janes addiction. We then shook out the reef and made a quick decision to deploy the spinnaker. The wind and wave conditions had subsided somewhat, and we were not reeling in Topless, and our low course was also preventing us from getting up on a plane.

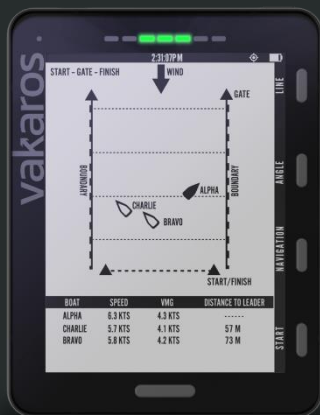
So we readied ourselves for the hoist. Pole and tack line were set, Tamara presheeted, Huei jen tailed the halyard as I pumped up the spinnaker at the mast. Anna drove down a little deeper and voila the chute was up. Immediately the Pogo, sprang to life. At about 165 to 170 degrees true wind, (very deep for us) our speed crept up from 7.8 to 8 and occasionally to 9 knots. This was pretty good boat speed in 17 knots, but we weren't always keeping the boat on plane. Anna felt we could do better with a higher course and sure enough we moved to a steady 10 knots at about 155 degrees true wind direction.

During the downwind run, I do the navigation and tidy up lines while Tamara trims the chute and Huei Jen is on the spinnaker winch. We were now catching Topless and after our gybe we passed them to weather. The gybe itself can be daunting in heavy wind and wave conditions and requires good timing and planning. On janes addiction, I go forward to help the spinnaker to the other side. Tamara releases the sheet and Huei Jen pulls in the new sheet as quickly as she can. Anna makes the turn, about 15 to 20 degrees and once the spinnaker is full, she turns up to the 155-degree heading that she had chosen.

## New Products

I am not sure if its ready for sale but  
check it out!

**A new way to race.**



Built into every Atlas 2 is a patent-pending technology called RaceSense. It can instantly create a race for you and your friends on a virtual course that requires zero setup, or augment race committee to help run a world championship regatta.

You can say goodbye to general recalls and black flag starts thanks to centimeter-accurate fully automatic OCS calls at the start line. Optional boundaries and penalties help keep boats close, and scoring is built right in, so you'll know how you did the moment you cross the finish line.

Whether you're racing with 3 boats or 100, RaceSense makes racing easier, fairer, and more fun.

The next and last gybe was the most important one as it would take us to the finish line and more importantly, I needed to ensure that we could sail directly into Gibson Harbour. This meant sailing through the cut with the spinnaker. Once I had our line, we once again gybed but not perfectly, as the Pogo rounded up briefly. A quick release of the sheet and a lower course put us back on our feet and we were flying to the finish line. I really appreciate that lack of panic and confidence the entire crew has when things don't always work out perfectly, as it allows corrections to be made quickly and efficiently.

The wind compresses at the narrow opening to Gibsons Harbour and on our new course, we were running a hotter angle and our boat speed popped. Huei Jen began counting up our speed. Her excitement was the highlight of the race for me, as she called out 11, 11.4, 12, 12, 12.4, 12.7, 12.8, and finally 13. We crossed the line first, sailed through the cut and doused our spinnaker in the Gibsons Harbour. What a day!

### Reefing

*Submitted by Peter Heiberg*

've been asked by Rolf to contribute a paragraph or two on the subject of reefing. I'll never forget the first time I tucked a reef in. We were running off before, what to my inexperienced eyes, was a full gale in the Bay of Biscay. It was a dark filthy night. The waves were steep and breaking and I was the young skipper faced with reefing a thousand square foot gaff rigged main while screaming towards a lee shore. Did I mentioned I'd never reefed before?

Well, that's a story for another time. I managed of course but when we finally made Vigo some days later, I made damn sure I didn't go to sea again before learning all there was to know about reefing.

Perhaps the first question I should answer is, when should you reef. The advice that's been common throughout my life is if you're wondering whether it's time to reef..... it's time to reef. Good advice although, as I regularly prove, it's no way to win races. But suddenly the boat is on her feet, the helm is neutral once again and usually the speed is the same or better.



I'll mainly restrict my comments to reefing the mainsail. It is of course possible to 'reef' a headsail by partially rolling it up if it's on a furler which results in an inefficient shape for windward work. It also puts an unfair strain on the sail as the new tack is not properly reinforced like the proper tack is. Sailmakers can help with both those issues. The other system is to have a set of reef points put in the headsail. In this case when reefing you must attach another set of sheets on to the new clew and have a new tack cringle worked into the luff. This produces a nicely setting sail and was recommended by no less than Eric Tabarly. The downside is some pretty wet nervous work on the foredeck tying reef points when you would rather be anywhere else in the world. I used the system once on a larger boat I owned. The problem neither the sailmaker nor I anticipated was that I couldn't reach the new clew cringle from the deck. Can you picture me balancing on the top lifeline trying to tie a couple of bowlines while the boat smashed into wave after wave and several feet of water covered the foredeck?

So, to mainsail reefing.

The common types of mainsail reefing are 1) slab or jiffy reefing 2) in mast reefing 3) roller reefing which now a days refers to in boom reefing. I've been shipmates with all these systems but this article will only deal with jiffy reefing. Book after book on reefing will instruct you to first head into wind. Wooden Boat Magazine just a few years ago in a section on Getting Afloat said the very same thing. I wish the people who wrote such nonsense could have been with me in the Bay of Biscay. The very last thing you would want to do in serious conditions would be head into the wind. You would immediately lose all way and you would most probably be making stern way and putting a devastating strain on your rudder as the boat sat back down on it with every passing wave.

No, the object is to get as much wind out of the main as possible. Easy when beating. Easy when reaching. Not so easy when running and the sail bears heavily on the standing rigging. Then you will need adequate purchase to force the luff down or better yet head up a bit and spill the wind, then pull the luff down. Whatever you do, the reason you're reefing is because it's blowing hard, so things are going to be crazy for a few minutes. It's hard on you but more important, it's hard on your sail so practice at the dock. Fast reefing is good reefing.

So, I'll walk you through how I reef. There is a vocal group of people who advocate for one- or two-line reefing arranged so that you never leave the cockpit. This is not how I reef as I don't think that a trip forward should be in anyway intimidating but whatever gets you through the night.

Your leech will be arranged so that a line terminating on, or more usually around, the boom goes up to the reefing cringle then back to a sheeve in the boom end or a cheek block on the side of the boom. From there it goes to the forward end of the boom down to the deck through another turning block and back to the cockpit winch. Or it might terminate at the mast if you have a reefing winch or purchase there.

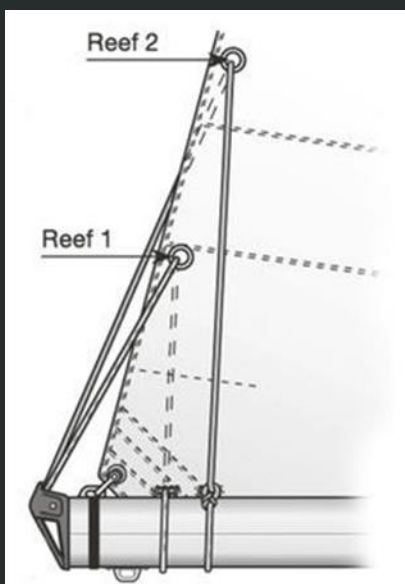
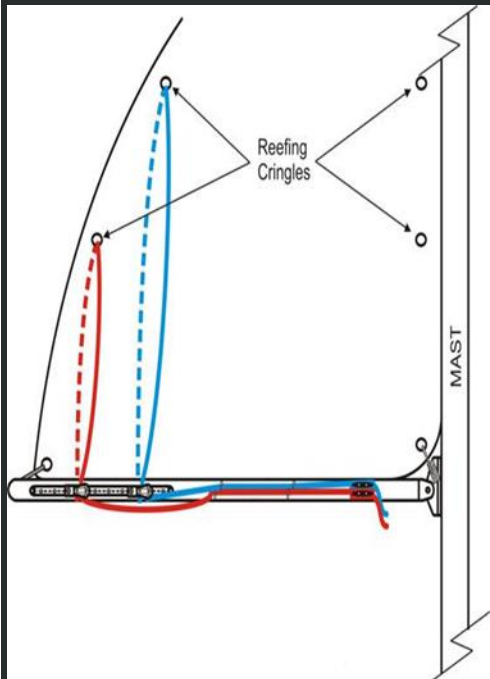
In older boats a reefing tackle was sometimes arranged alongside the boom. Modern boats sometimes have a tackle inside the boom. But one way or another you're going to need some purchase. Your luff will have a cringle at the same depth as the leech cringle. Note, in larger vessels you may need some form of purchase to get the luff cringle down onto the reefing hooks that are mounted on either side of the boom forward. In my boat I've always been able to pull it down by hand but in earlier boats I had a small handy billy that lived at the mast base.

So here we go: slack away on your main sheet until the sail is luffing enthusiastically. If necessary, put a little tension on the topping lift first (if you don't have a supporting vang). Slack away on your main halyard until the cringle in the luff can JUST reach the reefing hook. Of course, you've marked your halyard ahead of time so there's no judgement involved. On my boat I then go forward and force the cringle over hook. It's the contrary nature of the universe that determines that the cringle will fall off the hook given the slightest opportunity. I sometimes have an old tennis ball with a small hole in it that I jam over the hook after the cringle. Inelegant but works.

Now either back in the cockpit (my boat) or at the mast base, rehoist the main.

Next start cranking on the leech reefing pendant. On almost all boats this takes some power because you're not only pulling down but aft too. This is your outhaul tension and in windy conditions you want a nice flat sail. Make sure your mainsheet has enough slack so you're not just pulling against it.

Once your leech cringle is well down the reef is in. Secure your lines and get the mainsheet in. It's quiet at last. But wait, I hear you say. What about tying the reef points. Well, I never do it and never will. It's dangerous if you're off the wind at all and you have to lean out over the water. And unnecessary. Also, if you're in my age group you're shocked to see people tie the points around the boom. Definitely not done in the best of families. Tie them under the foot and go easy on the sail if you must tie them. Putting the second and third reefs in is just a repeat of the first. Be a little careful that as you pull down the leech pendant in subsequent reefs you don't pinch the main between boom and pendant as this can cause chafe. That's it. Faster to do than write about.







## **Pinch me...I must be sailing!**

### **Thanks to Brad Lowell**

Pinching or sailing too close to the wind will rob the sailboat of speed. It may seem that the boat is heading in a more direct line to the next mark but is this the fastest way around the course? What is happening when a boat is being pinched?



As the boat is pointed higher or more into the wind the flow of air around the sails will be disturbed. The air on the windward side of the sail will begin to stall or eddy around the leading edge of the sail. Several indicators are apparent as the boat begins to pinch: the tell tales on the windward side will droop or start to lift away from the sail surface, a dimple may form in the leading edge of the sail as the pressure drops, the boat, if it had been heeling, will stand up and the crew will notice the boat slowing. Also, as the boat slows, the flow of water over the keel and rudder will also slow resulting in less lift and the boat will make more leeway. Although sailing instructors advise that sudden rudder movements will slow the boat, now is the time to correct rapidly as the brief increased drag from the rudder is less speed robbing than continuing to pinch.

Is pinching always wrong? No, there are times when pinching is unavoidable or warranted. If the boat is on the start line and is trying to hold a lane against other boats pushing up, then pinching for a time may be the proper course until the decision to tack away can be made.



Pinching may also be advised if the next mark is close and the mark can be cleared without an extra tack. In this situation it can sometimes be helpful to fall off slightly and aim directly at the mark. Falling off will provide better speed and less leeway. At the last moment, the boat can be

brought up sharply using the way of the boat to drive up into the wind while rounding the mark.

Pinching can be less harmful as the wind increases. When the vessel is being overpowered, pinching slightly will help the boat stand up and shed some wind while maintaining a more direct line to the next mark. A caveat though, pinching in bigger waves does not provide enough power to keep the boat moving through the chop. Better to again fall off and power up the sails.



## Racing Rule definitions:

### Contact Rules

Rule 14 requires all boats, at all times, to “avoid contact with another boat if reasonably possible.”

A boat includes all her equipment and her crew (see Terminology in the Introduction to the rulebook). Therefore, if a windward boat’s mainsheet brushes the shoulder of the leeward boat’s crew, it’s contact.

If your crew thinks contact is about to occur and fends off to avoid damage, then, when your crew touches the other boat’s hull, it’s contact. There is an understandable impulse to push an offending boat backward and to push your own boat forward when fending off. Resist it!

In addition to raising the hackles of the other boat’s crew, fending off in such a manner breaks Rule 42.1, Propulsion, and probably Rule 2, Fair Sailing, as well.

As a rule of thumb: I use a two-minute guideline. It is likely faster to tack twice than to continue pinching for more than two minutes. The helmsman and tactician must work together to pick the fastest course to the next mark. The helmsman will continuously “test” the wind by sailing up to the wind while watching for the tell tales to lift and then sail away in again in gentle S’s. This maximizes speed and pointing. The tactician will help decide whether pinching for a brief period of time is “the proper course”. Have fun, sail fast!

### Boats in our Fleet - RUCKUS

Ruckus was built by Martin Yachts of Richmond, B.C and designed by Don Martin. She was conceived as a one-design with strict class rules. However as we know, the Martin 242 is very competitive against all types of PHRF boats in almost all conditions. It is easily sailed by 2 and raced by 3-4.

Over 300 have been built since 1981, and there are fleets on the West Coast of Canada and the U.S. The sail inventory consists of a main, jib and spinnaker and it is the roller-furling jib that really simplifies boat handling. Locally the Martin 242 PHRF handicap is 147 seconds per mile. It’s a fractional rig

The M242 weighs in at 2500 lbs, is 24.17 feet long overall and has a waterline length of 19.25. Draft is 4.75 ft and its is powered by an auxiliary outboard.

Expect to see a few more M242 at our 2022 Regatta!



## **Meet a member - Mike K- Mandala**

### **When did you start sailing?**

I started sailing in 1993 when I purchased a Tanzer 25 with my best friend John. We were both still living at home and we kept her at Port Credit Yacht Club on Lake Ontario. Two years later I was married to Margo at PCYC.

### **What is your favourite boat that you have owned or sailed on?**

The Tanzer 25 was a light and lively boat and we campaigned her in the Youngestown NY Regatta and visited Toronto Island with her. It was a perfect first boat. 25' 3" and a beamy 9'7" Joubert-Nivelt design

### **Where is your favourite cruising destination?**

BVI are a sailor's Disney Land. We chartered a Beneteau 323 with another couple and met some interesting people from Lichtenstein, one of only two doubly landlocked countries.

### **What is your best racing moment?**

Wednesday night racing at PCYC we leveraged by going way out for the first mark and the fleet went in. The wind shifted in our favour and we secured our first victory ever.

### **What is your favourite drink on board?**

A Dark and Stormy with Goslings black rum, Jamaican ginger beer, and a squeeze of lemon. Cheers and RIP to my past skipper Scott Barker in Port Stanley who introduced it to me.



## 2022 DRAFT CALENDAR

On these wet, dark days, of winter it is nice to dream a bit of sailing on a lovely fresh day in Spring or on a balmy summer day - so I thought I'd draft up a possible SCYC calendar for 2022.

This is just a draft and we'd welcome your feedback and ideas. Nothing is set in stone. A few comments on what is in the draft calendar....

- We'll try for a New Year's Day race again
- Our AGM will be held on Tuesday, Feb 22nd
- Our basic philosophy is to race every Sunday with a schedule built around four race series of eight races each. Regarding the running of these series races we'd like to get a bit of relief for John and David Sverre by having at least two races in every series run by other volunteers to take on the Committee Boat function. If you have the right boat and crew please consider stepping up.
- In 2021 we thought of having a couple of longer races or special races but we only had one - the Halibut Bank race in September. For next year we'd like to have two such events and we've put them in the calendar for May and September. For example, someone suggested that we could sail around Bowen Island - sailing to Snug Cove on Saturday and back around the island to Gibsons on Sunday; this could be done at the end of May. In September 2021 we had the long race out to Halibut Bank. Should we do this again or should we look at something different? Maybe a race over to a sheltered bay on Gambier Island - a raft up picnic - and a race back? Ideas?
- Our regatta will be held again on the traditional Sea Cavalcade weekend. The 2021 two day event was very successful with much more community involvement and participation by visiting boats - we will build on that.

Dave



## SCYC 2022 Calendar DRAFT

| MONTH     | ACTIVITY      | WEEK 1                                  | WEEK 2                                 | WEEK 3              | WEEK4               | WEEK5                     | Holidays                 |
|-----------|---------------|---|--|---------------------|---------------------|---------------------------|--------------------------|
| January   | Sunday race   | Sun, Jan 2, 2022                        | Sun, Jan 9, 2022                       | Sun, Jan 16, 2022   | Sun, Jan 23, 2022   | Sun, Jan 30, 2022         | Stat: NYDay Jan3         |
|           |               | New Year's day race on Saturday         | Ad-hoc                                 | Ad-hoc              | Ad-hoc              | Winter Series race1       |                          |
| February  | Sunday race   | Sun, Feb 6, 2022                        | Sun, Feb 13, 2022                      | Sun, Feb 20, 2022   | Sun, Feb 27, 2022   |                           | Stat: Family Day Feb21   |
|           |               | Winter Series race2                     | Winter Series race3                    | Winter Series race4 | Winter Series race5 |                           |                          |
|           | Special Event |   |  |                     | AGM Tues, Feb 22nd  |                           |                          |
| March     | Sunday race   | Sun, Mar 6, 2022                        | Sun, Mar 13, 2022                      | Sun, Mar 20, 2022   | Sun, Mar 27, 2022   |                           |                          |
|           |               | Winter Series race6                     | Winter Series race7                    | Winter Series race8 | Ad-hoc              |                           |                          |
| April     | Sunday race   | Sun, Apr 3, 2022                        | Sun, Apr 10, 2022                      | Sun, Apr 17, 2022   | Sun, Apr 24, 2022   |                           | Stat: Good Fri Apr15     |
|           |               | Spring Series race1                     | Spring Series race2                    | Spring Series race3 | Spring Series race4 |                           |                          |
| May       | Sunday race   | Sun, May 1, 2022                        | Sun, May 8, 2022                       | Sun, May 15, 2022   | Sun, May 22, 2022   | Sun, May 29, 2022         | Stat: Victoria Day May23 |
|           |               | Spring Series race5                     | Spring Series race6                    | Spring Series race7 | Spring Series race8 |                           |                          |
|           | Special Event |   |  |                     |                     | Possible 2 day race event |                          |
| June      | Sunday race   | Sun, Jun 5, 2022                        | Sun, Jun 12, 2022                      | Sun, Jun 19, 2022   | Sun, Jun 26, 2022   |                           |                          |
|           |               | Ad-hoc                                  | Ad-hoc                                 | Summer Series race1 | Summer Series race2 |                           |                          |
|           | Special Event | RNAS Single-handed rac Round Bowen Race |  |                     |                     |                           |                          |
| July      | Sunday race   | Sun, Jul 3, 2022                        | Sun, Jul 10, 2022                      | Sun, Jul 17, 2022   | Sun, Jul 24, 2022   | Sun, Jul 31, 2022         | Stat: CanadaDay Jul01    |
|           |               | Ad-hoc                                  | Summer Series race3                    | Summer Series race4 | Regatta weekend     |                           |                          |
|           | Special Event | Pender Harbour regatta                  |  |                     | Regatta Jul23&24    |                           |                          |
| August    | Sunday race   | Sun, Aug 7, 2022                        | Sun, Aug 14, 2022                      | Sun, Aug 21, 2022   | Sun, Aug 28, 2022   |                           | Stat: BC Day Aug01       |
|           |               | Summer Series race5                     | Summer Series race6                    | Summer Series race7 | Summer Series race8 | Ad-hoc                    |                          |
| September | Sunday race   | Sun, Sep 4, 2022                        | Sun, Sep 11, 2022                      | Sun, Sep 18, 2022   | Sun, Sep 25, 2022   |                           | Stat: LabDay Sept05      |
|           |               | Ad-hoc                                  |  | Fall Series race1   | Fall Series race2   |                           |                          |
|           | Special Event |   | Halibut Bank race or other longer race |                     |                     |                           |                          |
| October   | Sunday race   | Sun, Oct 2, 2022                        | Sun, Oct 9, 2022                       | Sun, Oct 16, 2022   | Sun, Oct 23, 2022   | Sun, Oct 30, 2022         | Stat: Thanksgiving Oct10 |
| November  | Sunday race   | Sun, Oct 30, 2022                       | Sun, Nov 6, 2022                       | Sun, Nov 13, 2022   | Sun, Nov 20, 2022   | Sun, Nov 27, 2022         |                          |
|           |               | Fall Series race8                       | Ad-hoc                                 | Ad-hoc              | Ad-hoc              |                           |                          |
| December  | Sunday race   | Sun, Dec 4, 2022                        | Sun, Dec 11, 2022                      | Sun, Dec 18, 2022   | Sun, Dec 25, 2022   | Sun, Jan 1, 2023          |                          |
|           |               | Ad-hoc                                  | Ad-hoc                                 | Ad-hoc              | No race             | New Year's Day race       |                          |