



Spring 2005 Edition – September 24  
www.cavalier28.org.au

Welcome to the Spring edition of the Cavalcade. As you may be aware I have joined the Cav-28 committee once again and look forward to serving the needs of the membership in a communications sense. Ed.

### **New Committee**

The newly elected committee from the August AGM includes;

Stephen O'Halloran – President  
Scott Lamb – Secretary  
Jonathon Rosenberg – Treasurer  
Bruce Bowden – Racing Secretary  
Bryan Moore – Committee member

### **RSYS Mini Regattas**

Unfortunately we were unable to attract enough entries to field a fleet in this years Regatta series. This was a great series to test the grand prix like conditions which are similar to the state championships.

It has therefore been decided to substitute these days with a mixture of additional long and short series races. This takes the total number of long series races to 22 and 12 Norm Brown races. Please refer to the program table on the last page for new dates.

*Special note should be made of the additional Long Series race #2 to being slotted for Sept 24.*

### **State Championships**

The state championships will be held across 2 Sundays, being November 13

& 20<sup>th</sup>. Separate NOR's will be sent out during October.

### **Course Changes**

Skippers should note the minor changes to a couple of the SASC course and special note should be made of the position descriptions and colours of the rounding marks.

You will also note that the Cav-28 class flag will be the official Divisional flag for all events.

### **Membership fees**

Members are reminded that annual fees are now overdue and that only financial members are permitted to race and vote on Cav-28 matters. Renewal forms are available on the web site.

### **Lion Island Race**

It is always pleasing to see some Cav's in this event. This year Virtique and JOKA competed in this Cat.4 event, in a field of 40 odd boats across 2 divisions.

It was also great to be part of the JOKA crew who secured 1<sup>st</sup> place on handicap in Div-B. Virtique secured a respectable 4<sup>th</sup> place against a fleet of longer and supposedly faster boats.

The start line saw a soft 5kt breeze that slowly started to pick up as we exited

the heads. The NW breeze was very fickle and saw a lot of parked boats off south head. After leaving the heads the off shore breeze picked up to a steady 15kts from the NE, perfect conditions for a Cav with a full main and #1 headsail.

The new location of the Lion Is rounding mark 1nm south of Lion Island saw many leading boats sail 2nm more than they needed. It certainly pays to read the SI's before the event.

The run home had a sea state like a washing machine. Reaching with the kite produced a better speed albeit a

little extra distance. Another great and enjoyable days sailing.

### **Sail Specifications**

If you have followed the minutes from the AGM, you will have noticed that the issue of headsails has still not been resolved to a satisfactory position.

Under the constitution, the association is able to appoint an official measurer to assist in adjudicating over the issue. The Committee have agreed to seek the services of such a suitably qualified person to brief on this matter. More details will be sent out to members accordingly.



Many Thanks to Cec Williams (JOKA 3608) for this handy contribution to DIY diesel maintenance.

**Is your Diesel giving you trouble?** Is it hard to start?, Are the engine revs.constant when idling or do they vary slightly (also evidenced by a change in pitch of the idling sound )? These symptoms may be due to a small amount of air occluded in the fuel system. This needs to be removed by “bleeding “ the system.

1. The most common point for the air to collect is at the injectors and this is the easiest area to treat. You need to locate the high pressure fuel line leading from the high pressure pump to each injector. This will be a metal pipe (not flexible tubing).Each pipe will be secured to the injector by a nut (probably about Metric 17 for the small engines on our boats).
2. You should use the correct sized spanner (rather than an adjustable wrench) to loosen this nut about half a turn. Before proceeding make sure your are wearing some form of eye protection and have a rag ready to collect purged fuel.
3. Now have somebody crank the engine (with the battery).You will find fuel spitting from the loosened connection. Crank for about five seconds only and then tighten the nut (while the engine is still cranking).Immediately you do this the engine should burst into life, so make sure you don't have any loose clothing near any moving parts.
4. You should repeat this procedure on the other injectors—and repeat the whole process if the first try does not remedy the problem.

For fuel systems with a lot of entrapped air, such as occurs when you have run out of fuel, or replaced the filter in your fuel line (WHEN WAS THE LAST TIME YOU DID THIS?) then it is necessary to carry out the aforementioned procedure at all other accessible points in the fuel system commencing from the fuel filter and working your way through to the injectors. The first and usually the one and only point will be at the outlet of the high pressure pump.

You should practice this bleeding process before you really get into trouble. There is no problem in just cracking the nut while the engine is running at full revs. You will immediately notice a reduction in revs and the engine may even cut out (if you are bleeding too much fuel). If the engine continues to run retighten the nut to restore engine revs. If the engine cuts out, crank the engine and tighten immediately. Have fun.

[www.cavalier28.org.au](http://www.cavalier28.org.au)

You may have noticed on the masthead of this edition a reference to the Web site. The site is now operational with additions being made all the time to make this an interactive site for members and crews. Some other features that will be planned links to other sites, racing programs and results, chat page, trader boat and much more.

### **Racing Program**

- **Australia Day race**- I will once again be trying to encourage a fleet of at least 5 boats so that we can race as a class in the harbour event. Winners pick up their medallions at a Town hall function.
- **Sydney Harbour Championships.** – Mar 4+5 '06. This will be an event hosted by MHYC. There will be no club racing for anybody

this weekend as this forms part of the Harbour Week of activities. Again we will be trying to establish a cav-28 Class event. See [www.???](http://www.???) For more details.

- **GFS Twilights** – Your committee has agreed to sponsor a trophy for the Greenwich Twilight series and are currently in discussion with the club to make this a reality. This is in recognition of the 8 odd Cav's that compete each week. The Cav's will still race in the white division but results pulled out separately for the series. Stay tuned.

Best wishes to Geoff Lucas who takes off for the Laser Masters World Champs to be held in Brazil in October.

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Well that's it for now. Thanks for taking time out to read this edition. Suggestions and contributions are most welcome. My contact details are as follows;

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See you all on the water,

Bryan Moore.

*NB. Check out Pg 4 for the updated racing program.*



# Cavalier 28

	Date	SASC		Comments
		Long	Short	
<b>Sept</b>	<b>10</b>	Lion Island Race		
	<b>17</b>	1	1	
	<b>24</b>	2		
<b>Oct</b>	<b>1</b>	Long Weekend - No racing		
	<b>8</b>	3		
	<b>15</b>	4	2	
	<b>22</b>	5		
	<b>29</b>	6		
	<b>30</b>			Balmain Regatta
<b>Nov</b>	<b>5</b>	7	3	
	<b>12</b>	No Racing		
	<b>13</b>	Cav 28 Champs		Sunday
	<b>19</b>	8		
	<b>20</b>	Cav 28 Champs		Sunday
	<b>26</b>	9		
<b>Dec</b>	<b>3</b>	10	4	
	<b>10</b>	11		
	<b>17</b>	12	5	
<b>Jan</b>	<b>21</b>	13	6	
	<b>26</b>	Australia Day + Jazz Afloat		Need 5 boats to make a Cav-28 Div.
	<b>28</b>	14		
<b>Feb</b>	<b>4</b>	15	7	
	<b>11</b>	16		
	<b>18</b>	17	8	
	<b>25</b>	18		
<b>Mar</b>	<b>4</b>	Sydney Harbour Champos - MHYC All classes		No Clubs Racing. More details on Cav-28 Div. to follow.
	<b>5</b>			
	<b>11</b>	19	9	
	<b>18</b>	20		
	<b>25</b>	21		
<b>April</b>	<b>1</b>	22	10	
	<b>8</b>	Kelly Cup		Last GFS race of the Season
	<b>13</b>	Bob Brown- Pittwater		Cat.4 race
	<b>20</b>			