INTRO

1 – 8

BTCY NCNG WALL WAIT;; TRAV DOOR – TWICE - CP;; SD-CLO – TWICE; WLK -2 - OPN;

(Trav Door – Twice) Staying in BTCY/WALL sd L; rcvr R; cross L in fmr, sd R, cross L in fmrnt; sd R, rcvr L, cross R in fmrnt, sd L, cross R in fmrnt to CP/WALL; (Sd-Clo – Twice) Sd L, clo R, sd L, clo R; (Wlk -2 – OPN/LOD) RISng lead hnds trng ¼ lt fc fwd L; fwd R to OPN/LOD;

PART A

1 – 7

CHARLESTON PNTS;; 2 FWD 2-STEP’S - SEMI;; LACE ACROSS: 2-STEP – CTR; ½ BOX;

(Charleston Pnts) Fwd L, pnt fwd R; bk R, pnt bk L; (2 Fwd 2-Stps - Semi) Fwd L, clo R, fwd L; fwd R, clo L, fwd R blending to SEMI/LOD; (Lace Across) With lead hnds jnd fwd L, clo R, fwd L to LOPN/LOD; (Woman crossing in fmrnt of Man undr jnd lead hnds fwr R, clo L, fwd R; (2-Stp – Ctr) Keeping lead hnds jnd fwd R, clo L, trgng ¼ lt fc fwd R to CP/COH; (Woman keeping lead hnds jnd fwd L, clo R, trgng ¼ rt fc fwd L to CP-);

(1/2 Box) Sd L, clo R, fwd L;

8 – 14

SCISS THRU – RVS OPN; CHARLESTON PNTS;; 2 FWD 2-STEP’S – SEMI;; LACE ACROSS: 2-STEP – WALL;

(Sciss Thru – Rvs Opn) Sd R, clo L, trgng ¼ lt fc thru R to OPN/RLOD; (Charleston Pnts) Fwd L, pnt fwd R; bk R, pnt bk L; (2 Fwd 2-Stps - Semi) Fwd L, clo R, fwd L; fwd R, clo L, fwd R blending to SEMI/RLOD; (Lace Across) With lead hnds jnd fwd L, clo R, fwd L to LOPN/LOD; (Woman crossing in fmrnt of Man undr jnd lead hnds fwr L, clo R, fwd R) (2-Stp – Wall) Keeping lead hnds jnd fwd R, clo L, trgng ¼ lt fc fwd R to CP/;

(1/2 Box) Sd L, clo R, fwd L;

(2) SCISS THRU – P/UP; WLK -2;

(1/2 Box) Sd L, clo R, fwd L; (Sciss Thru – P/up) Sd R, clo L, trgng ¼ lt fc thru R to CP/LOD; (Woman sd L, clo R, trgng ¼ lt fc fwd L to CP/LOD;

NOTE: LAST TIME THRU PART “A” – DO NOT WLK -2.....BUT HOLD (1) BEAT

PART B

1 – 10

2 FWD 2-STEP’S;; PROG SCISS – BJO – CHK;; WHALETAIL;; FWD/LCK – TWICE; WLK & FC; BOX;

(2 Fwd 2-Stps) Fwd L, clo R, fwd L; fwd R, clo L, fwd R; (Prog Sciss – Bjo – Chk) Sd L, clo R, trgng 1/8 rt fc cross L in fmrnt (Woman cross R bhnd) to SD/CAR diag LOD/WALL; sd L, clo R, trgng 1/8 rt fc cross R in fmrnt (Woman cross L bhnd) chkng to BJO diag LOD/COH; (Whaletail) Cross L bhnd (Woman cross R in fmrnt) to BJO diag LOD/WALL; trgng 1/8 fc sd L, clo R, cross L bhnd (Woman cross R in fmrnt), sd R to BJO diag LOD/COH; (Fwd-Lck – Twice) Fwd L, lck R bhnd (Woman lck in fmrnt), fwr L, lck R bhnd (Woman lck in fmrnt); (Wlk & Fc) Fwd L, trgng ¼ rt fc fwd R to CP/WWW; (Box) In CP/WALL sd L, clo R, fwd L; sd R, clo L, bk R;

11 – 15

SCISS – SD/CAR; SCISS – BJO – CHK; FISHTAIL; WLK & FC; SD-CLO – TWICE;

(Sciss – Sd/Car) Sd L, clo R, 1/8 rt fc cross L in fmrnt (Woman cross R bhnd) to SD/CAR diag RLOD/WALL; (Sciss – Bjo – Chk) Trng ¼ lt fc sd R, clo L, trgng ¼ lt fc cross R in fmrnt (Woman cross L bhnd) chkng to BJO diag LOD/COH; (Fishtail) Cross R bhnd (Woman cross R in fmrnt), fwr R, trgng ¼ rt fc sd L, lck R bhnd (Woman lck L in fmrnt) to BJO diag LOD/WALL; (Wlk & Fc) Fwd L, trgng 1/8 rt fc fwd R to CP/WWW; (Sd-Clo – Twice) Sd L, clo R, sd L, clo R,

16

(1ST TIME – WLK -2 – OPN);

(2) Wlk -2 Fwd L, fwd R to OPN/LOD;

(3) Wlk & Fc Fwd L, trgng 1/8 rt fc fwd R to NO HNDS/WALL;

(3RD TIME – WLK -2 – BTFY);

(1ST TIME – WLK -2 – BTFY)

(Wlk -2) Fwd L, trgng ¼ rt fc fwd R to BTFY/WALL;

REPEAT PARTS “A” & “B”
STEPPIN’ OUT

PART C

1 – 7
SKATE L & R; SD 2-STP; SKATE R & L; SD 2-STP – BTFY; FC TO FC; BK TO BK – CP; ½ BOX;
(Skate L & R) With no hnds jn’d swivel L-, swivel R-;
(Sd 2-Stp) Sd L, clo R, sd L-;
(Skate L & R) Swivel R-, swivel L-;
(Sd 2-Stp) Sd R, clo L, sd R to BTFY/WALL-;
(Fc To Fc) Sd L, clo R, risng lead hnds & trng 3/8 lft fc
fwd L to “V” bk to bk position-;
(Bk To Bk) sd R, clo L, trng 3/8 rt fc fwd R to CP/WALL-;
(1/2 Box) Sd L, clo R, fwd L-;

8
SCISS THRU – OPN;
(Sciss Thru – Opn) Sd R, clo L, trng ¼ lft fc thru R to OPN/LOD-;

PART A (MOD)

1 – 8
CHARLESTON PNT’S;; 2 FWD 2-STP’S – SEMI;; SCOOT; Wlk & FC; SD-DRW-CLO; Wlk & P/UP;
(Charleston Pnts) Fwd L-, pnt fwd R-; bk R-, pnt bk L-;
(2 Fwd 2-Stps - Semi) Fwd L, clo R, fwd L-; fwd R, clo L, fwd R blending to SEMI/LOD-;
(Scoot) Fwd L, clo R, fwd L, clo R;
(Wlk & Fc) Fwd L-, trng 1/8 rt fc fwd R to CP/WALL-;
(Sd-Drw-Clo) Sd L-, drw-clo R-;
(Wlk & P/up) Trng ¼ lft fc fwd L-, fwd R- to CP/LOD-;
(Woman trng ¼ rt fc fwd R-, trng ½ lft fc sd & bk R-);

REPEAT PART “B”

END

1 – 8
TRAV DOOR – TWICE - SEMI;;; 2 FWD 2-STP’S;; TWL -2; APT PNT;
(Trav Door – Twice) Staying in BTFY/WALL sd L-, rcvr R-; cross L in fmt, sd R, cross L in fmt-; sd R-, rcvr L-, cross R in fmt, sd L, trng ¼ lft fc cross R in fmt to SEMI/LOD-;
(2 Fwd 2-Stps) Fwd L, clo R, fwd L-; fwd R, clo L, fwr R-;
(Twl -2) Fwd L, fwr R to SEMI/LOD-;
(Woman trng full rt fc trn undr jn’d lead hnds fwd R-, sd & fwd L-);
(Apt Pnt) Risng lead hnds trng 1/8 rt fc bk L-, pnt R twds Ptnr-;