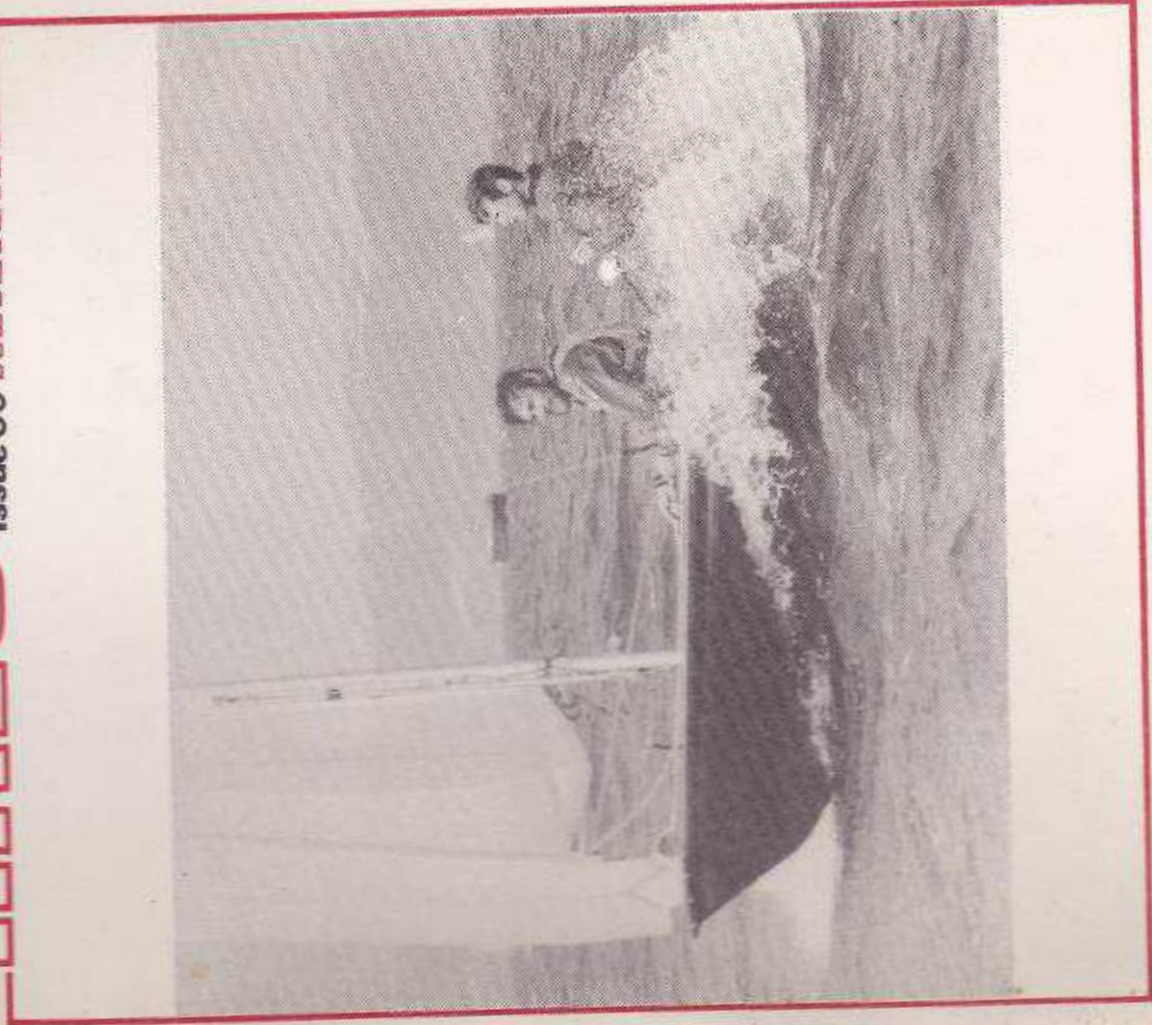


HALO

January 1984

Issue 30



NEWSLETTER OF THE MIRACLE ASSOCIATION

Chairmans Notes

COMMITTEE MEETINGS HELD AT MIMCHESTER, OCTOBER 18th 1983.

At this meeting an allocation of officers for the following year took place. The Chairman G.J. Perkins, had completed his term of three years and decided to stand down. As a result the Committee appointed the following officers:

COMMODORE	D. Beere	Pine Brook, 110 Mount Pleasant Lane, Brickett Wood, St. Albans, Herts.
CHAIRMAN	D.T. Southwell	Rock Savage, 136 Irlam Road, Flixton, Manchester, Lancs.
SECRETARY	Angela Williams	28 New Row, Mossley Common, Worsley, Manchester. M28 4BE
TREASURER	E.H. Willis	21 Seddicombe Park, Dunchurch Road, Rugby, Marks. CV23 8PD
MEASUREMENT SECRETARY	T. Pearson	14 Lewis Road, Radford-Samele, Leamington Spa, Marks. CV21 1UB
RACE SECRETARY	I. Williams	28 New Row, Mossley Common, Worsley, Manchester. M28 4BE
PUBLICITY OFFICER	W. Hodgkinson	48 Grange Crescent, Lincoln.
TROPHY OFFICER	P. Skilton	26 Burnside, Broughton Brigg, South Humberside. DN20 0WT
YOUTH REPRESENTATIVE	H. Yule-Smith	The Old Rectory, Saxby All Saints, Brigg, South Humberside.
COMMITTEE MEMBER	P. Ward	96 Lincoln Road, Newark, Notts. NG24 2DD
EDITOR	G.J. Perkins	122 Yarningale Road, Willenhall Wood, Coventry. CV3 3EQ
MEMBERSHIP SECRETARY	J.C. Wilson	151 Finstall Rd, Bromsgrove, Worcestershire. B6D 3DD.

On taking over as chairman of our association I feel my opening notes should in the first instance thank Jim Perkins for his three year stint as chairman.

We all owe a debt of gratitude to Jim for the amount of hard work he has always been prepared to put in on our behalf.

Whilst I served as race officer I was always able to rely on Jim to support my efforts, no matter how much inconvenience this entailed. He has now taken over as our editor of Halo and along with all our other committee members is still available and willing to undertake any task. On behalf of all the association "WELL DONE JIM".

Ivor Williams has taken over the position of race officer and has already been working hard on co-ordinating the dates for next years championship events and open meetings.

A new appointment of publicity officer has been taken on by Warren Hodgkinson of Hoveringham S.C. We are very lucky to have a committee at this moment in time of such strength and experience and because of this your committee feel that now is the appropriate time to push forward with a more ambitious programme of promoting our image. The groundwork has been laid and although more money will have to be spent, your committee feel that we have to speculate in order to accumulate.

With this programme in mind, Warren will be formulating ideas on publicity and I'm sure he would welcome any suggestions you may have (rude ones excepted). We are running a stand at the N.E.C. Exhibition, Birmingham, in February. Please come along and look in on the stand, you will be most welcome.

Probably the most ambitious part of our programme for 1984 will be our participation in the annual Southport 24 hour race. As most of you will be aware, this is the race of the year where most of the famous faces associated with dinghy and yacht racing are to be seen. The publicity that surrounds this event seems to be getting greater each year, with the B.B.C. in attendance at this year's event as well as Bob Fisher of Yachts and Yachting flying back from the Americas cup to take part as well as Laurie Smith one of Victory '83 skippers. Considering we are the first association to enter since it was introduced we only have to win it to make our name.

My next report in Halo will fill you in on more details of this exciting project. Until then a Happy New Year and Good Sailing to you all.

Dennis Southwell.

Chairman.

Miracle Clubs No3.

Winsford Flash S.C. by Henning Caesar.

The club became Winsford Flash Sailing Club in 1977. As Northwich Sailing Club it was founded in 1931 by a group of 22 enthusiasts who purchased three 12ft "Sharpie" gunter-rigged dinghies from Messrs. Dauntless of Leigh-on-Sea at a cost of £15.50.00. each. The boats were sailed and raced single-handed on Ashton's Flash in Northwich. In 1935 the membership stood at 20 and the venue was moved to Winsford Flash. A hut was erected for use as a changing room and boathouse.

In 1937 the Club purchased two 12ft National dinghies (Offa King Nos 281 & 282) named Sine and Cosine. A further 12ft National (Tangent) was purchased in 1938 at a cost of £42. In 1939 the Club was recognised, and its burgee approved by the Y.R.A. (now the R.Y.A.).

During the war the Club was held together by a small group of members who met when possible, and in January 1946 a General Meeting was held to revive the Club's activities. The steel barge "Persistence" was acquired and moored in the Flash for use as a Clubhouse and landing stage. It was also decided that the Club should cease to own boats and that the existing Club boats should be shared by lot among groups of members. The membership then stood at 28 with a proportion of boat owning members having Snipes and 12ft Nationals.

In 1947 the National Firefly appeared and was adopted as a Club class. In 1948 the decision was taken to build the present Clubhouse. The building was erected at a cost of £390. this sum being raised by the membership, then 50.

From this time the Club has steadily increased its membership and activities. The Y.W.Cadet was adopted, then the National Swordfish (1950), the YW GP14 and the National Albacore (1965). Mirrors were adopted in 1969, Lasers in 1975, International Optimists in 1977 and Miracles in 1978.

As support for certain classes faded they ceased to be raced at the club, the present adopted classes are Albacore, GP 14, Mirror, Laser, Optimist and Miracle. In 1977 a non-racing section was formed, to which unadopted classes up to a maximum length of 5 metres are admitted.

Additional land was acquired in 1974 and improvements in Clubhouse facilities were completed in 1979, with indoor toilets and showers, a fixed bar and oil-fired central heating.

From 1974 a real effort has been made to compete successfully in the West Lancashire Yacht Club's 24 hour Race. Results have been consistently good and the Club has benefited from its achievements in this prestigious event. After several years of increasing concern about the effect of siltation on the depth and sailable area of the Flash, in 1981 dredging was finally commenced as part of the Weaver Valley Reclamation Scheme - a fitting conclusion to the Club's Golden Jubilee Year.

The dredging was completed in the Spring of 1983, the jetties rebuilt, the buoys relaid and a great new sailing season begun.

The Club has now 22 registered Miracles but alas only about 10 are Association Members and interested in racing regularly. Our Miracle fleet has been very successfully represented by Chris Maxfield and Chris Owen who won numerous

Open Meetings and Championships between them, but have now moved on, making room for a number of promising youngsters who may well become the race winners of tomorrow.

Henning J. Caesar.

SOUTHERN AREA CHAMPIONSHIP

by Richard Smale.

Worthing Yacht Club hosted the Southern Area Championship over the weekend of the 24th and 25th September and were very pleased to welcome 14 visitors among the 26 entrants including Harry Yule-Smith all the way from North Lincs, Simon Hadley from Loughton and Steeple Bay and four visitors from the newly formed fleet at Hastings and St.Leonards. Although more wind would have been welcomed by most competitors, it was nonetheless a relief to the organisers to actually get on the water, as the previous three weekend races had been cancelled due to gale force winds and huge seas. Hence the seaweed!!

The Saturday race was started in a very light wind which then slowly died throughout the race. Phil Sowden overtook the early leader, Robin Muiridge, to score a convincing win from Richard Smale and Chris Sidey. An easterly wind of force 2-3 greeted the competitors on Sunday morning and Phil, with a brilliant port tack start across the entire fleet, led from start to finish with Chris second and Harry third. Just to mb salt into the wound, Phil then won the final race in a lighter wind to become the well deserved and undisputed Southern Area Champion for 1983.

Chris just pipped Richard across the line to clinch second place overall.

On the Saturday evening, a fish and chip supper was followed by a pub evening with our Commodore playing the piano. A very enjoyable weekend was had by all the local helms and we hope the visitors enjoyed themselves enough to come back to our open next year.

Richard Smale.

OVERALL RESULTS

1st	Phil Sowden	3220	I.C.I. Slough
2nd	Chris Sidey	2766	Queen Mary
3rd	Richard Smale	2533	Worthing
4th	Harry Yule-Smith	3402	North Lincs.
5th	K. Hiscock	2092	Crawley
6th	R. Paish	1458	Segee

FIBRES IN YACHTING

BY PETER FREARSON

OF ICI FIBRES TEXTILE CENTRE



We calculated that about 5000 people must have visited us at the Dinghy Exhibition court and were immensely pleased with the amount of attention paid to the textile side of sailing.

With this large number of visitors, the number of questions asked was correspondingly large, however, there were some definite themes.

A common problem in people's minds was understanding the variety of materials found in sails and ropes, the different names applied to these products and the advantages offered.

I hope a few words on this subject may be of interest to readers.

All fibres have a generic or family name, the main ones encountered in sailing are polyester, polyamide and aramid.

We will consider polyamide first because in some respects it is the simplest. It was invented in the late 1930's in America and DuPont coined the name nylon for it, as being easily pronounced and remembered.

Today nylon has slipped into the language in such a way that it has become the accepted generic name. Many companies make nylon and as few trade names are applied to it, it is difficult for the consumer to tell the difference between products.

For instance, ICI make a special high tenacity nylon yarn for parachutes and spinners but a weaker product designed for jacket linings could look just as good in a rip-stop cloth. Only after a few outings would the sails performance start to show which was the best cloth for the job.

Nylon fibre is strong with a considerable amount of elasticity which gives it a high resistance to shock. It is used therefore in things that make the most of this property e.g. anchor ropes and spinner type sails.

Polyester is rather more difficult to discuss as it is often known by a trade name and it occurs as film as well as fibre.

"TERYLENE" polyester fibre was invented in Britain and ICI acquired the world rights (except in the USA) in 1947. Since it went into full scale production in the 1950's polyester has steadily displaced cotton as the most commonly used material for sailcloth. TERYLENE polyester yarns have many advantages, the main ones being its strength and its resistance to stretch, which make it ideal for maintaining the specific shape introduced by the sailmaker.

Once again the manufacturer can influence greatly the properties of the polyester yarn during production. However, yarns engineered for high performance standards are normally identified by a trade name. In ICI's case TERYLENE. Some of the other polyester on the market include Dacron from DuPont, Trevira from Hoechst and Diolen from Enka.

To assist the structure of a sailcloth to resist distortion, it has been

common practice for several years to resinate fabric. The amount and type of resin applied varying with the designed use. More recently laminates have been produced where a polyester film is bonded to cloth to achieve the same result. In many cases the laminated cloths have become known by the trade names of the polyester films from which they were part made e.g. Melinex from ICI and Mylar from DuPont. As this type of cloth continues to develop, many of the sail-cloth manufacturers are providing special ranges identified by their own product name.

The latest fibre to appear on the sailing scene is called Aramid, the best known being DuPonts Kevlar. This new yarn has a tremendously high resistance to stretch but does not react so well to flexing and UV light.

It has found a natural use in ropes, where it can become the core wrapped with a polyester sheath, providing light weight "zero" stretch halyards; and as well in some laminate cloths to provide a stable leech on high aspect ratio main sails, although the proposed ORC ban could delay its development in this field.

It is difficult to provide short answers in what is actually quite a complex area but I hope readers will have found this of some interest.

This was the first year that ICI Fibres had formed part of the technical section of the London Dinghy Exhibition and we would like to thank all Dinghy Sailors who visited us. We were really impressed with everyone's enthusiasm and the great job the RYA did in organising the show. Class representatives were certainly a credit to their members.

Post Bag

Headquarters,
Army Education Services,
Epistopi, Cyprus.
BFPO 53.

Dear Sir,

Thank you for your letter. I am a civilian attached to the Army on a three year tour out here in Cyprus. However, I am entitled to the Forces Mail Rate, so just ensure that you include the BFPO number in the address and print Forces Air Mail in the top left hand corner of the envelope. Generally a 16p. stamp suffices unless the item is really bulky.

I will happily write a short article on my Mirsacle experiences here, although I am a far from expert sailor. I will put pen to paper next weekend and try to enclose a couple of black and white photographs.

Yours,

Robin Moseley.

MIRACLE FITTINGS AND EQUIPMENT

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 - 2.5mm S.S. Shrouds £ 7.00
 - 2.5mm S.S. Forestay £ 3.50
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 - Highfield Jib Tension Lever. £ 7.16
 - Mainsheet in Bam Polyester £ 3.00
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 - Mainsheet Block, (plastic), £ 1.39
 - Mainsheet Block, (Heavy Duty) £ 2.34
 - Mainsheet Block & Beckett £ 1.75
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 - S.S. Mainsheet Track Slide £ 1.00
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PERSONAL CALLERS WELCOME

A Memorable Week End.

A report on the racing enjoyed by the sailors did appear in the September issue, but I am sure that all the spectators who went to Hovingham S.C. for the Midland Area Championships will agree that the weekend was an outstanding success.

During the previous week, Stuart and I were undecided as to whether we would accompany John and "Asterix". In view of the uncertain weather and the proximity of 'O' level exams, did we really want a long journey and one night in the tent? In the event, we both agreed that the necessary upheaval was definitely worthwhile.

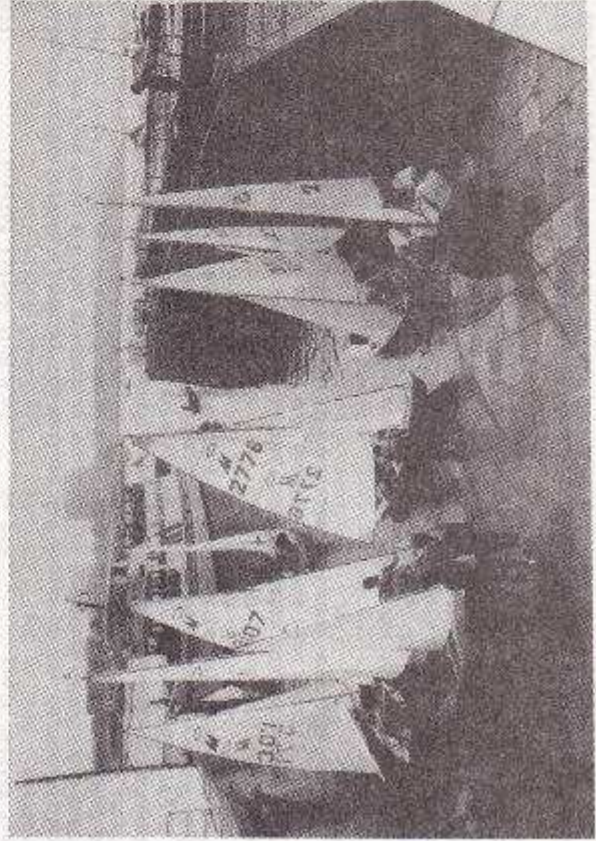
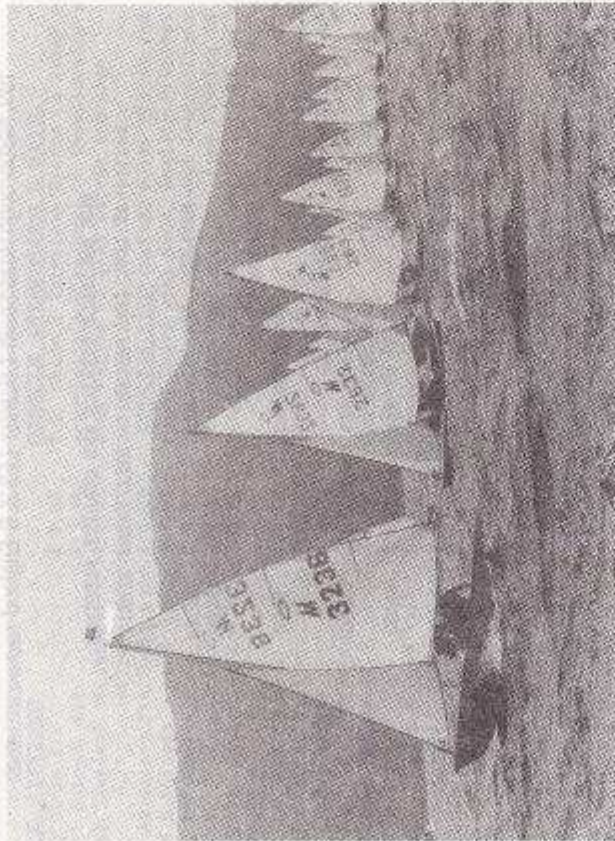
The camping was conveniently close to the clubhouse with its welcoming open fire, and plenty of food and drink was provided by the hard working ladies in the kitchen. The cooked breakfast available on Sunday morning was especially appreciated!

The barbecue on Saturday evening was most enjoyable. The food was delicious, with a variety of exotic dishes accompanying the beef. All the visitors were impressed with the way in which Hovingham S.C. members made a united effort to entertain us. One wonders how much musical talent lies hidden amongst Association members generally? Perhaps it should be encouraged to surface more often!! Everyone who enjoyed the Hovingham version of "We are Sailing", will, remember it with a chuckle in future.

If you were unable to go to Hovingham this year, make it a "must" for your diary in 1984.

by Jessica Wilson.

None of Arthur Sidy's photographs taken at the Nationals plus the winners of the Southern Area Championship.

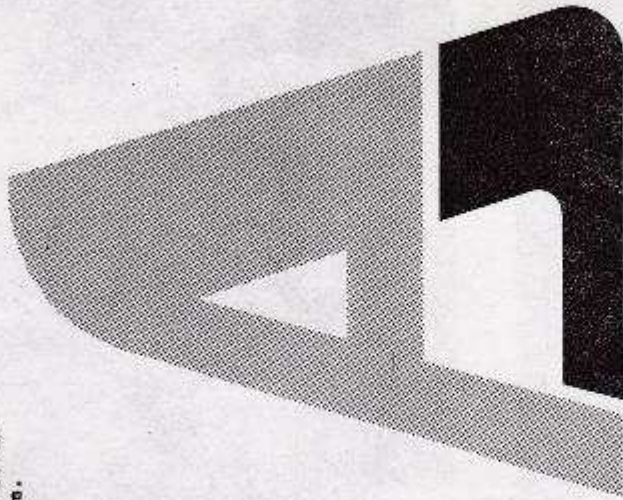


The regatta's normal life as most fans think that it is.



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- 1st Inlands
- 1st Northerns
- 1st Midlands
- 1st South Westerns
- and at least seven open meetings.



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'Puddleduck' Report by Steve Fischer.

This year I.C.I. was the venue for the Puddleduck Championship which is held on small inland waters. Sixteen boats including six visitors took part in the event, held on Saturday 1st November.

Rather mediocre weather with rain showers and light shifting south/south-east winds greeted the fleet for the start of the first race. This didn't seem to affect the enthusiasm of the competitors as they got away on the first beat. Chris and Mark Sidey (2776) were first to the windward mark closely followed by Jim Richardson (3067) and John Wilson (562). Sidey then pulled away increasing his lead by the end of the first lap to 47 seconds over Phillip Sowden (3220) who had now overtaken Richardson and Wilson to challenge the leader. Phillip Sowden continued to close on Sidey and a very close battle between these two ensued for the rest of the race. The lead changed many times with Sowden clinching victory on the final leg of the course. Some distance behind these two Derek Beere (316) had overtaken John Wilson to finish third.

The start of the second race was delayed due to a windshift just before the start necessitating the course to be relaid. At the second attempt the fleet got away smartly with Derek Beere leading Phillip Sowden at the windward mark. A close duel between these two developed until, on the second lap, the two boats collided leaving Derek Beere executing two penalty turns. This enabled Sowden to establish a lead which he held to the finish. Meanwhile, John Wilson lying third, was being challenged by Chris Sidey with the rest of the fleet some distance behind. At the finish Wilson just held on for third with Sidey fourth.

Sowden having won the first two races had now clinched the meeting. The third race was now being sailed to decide the lower order positions. After a closely fought first heat Steve Fischer (124) was first round the windward mark followed by Tony Best (3240) and Phillip Sowden. By the end of the first lap Sowden had pulled through to lead which he held for the rest of the race showing his overall superiority with three first places. Chris Sidey overtook Fischer to take second place which was enough to give him second overall.

FINAL PLACINGS

	1st race	2nd race	3rd race	overall points	position
3220 PHILLIP SOWDEN	2	2	1	12	1
2776 CHRIS SIDEY	3	1	2	4	2
316 DEREK BEERE	4	3	3	5	3
562 JOHN WILSON	5	4	4	7	4
124 STEVEN FISCHER	6	5	5	8	5
3240 TONY BEST	7	6	6	12	6

LEIGH OPEN.

Roy Scott Reports.

Sunday, 25th September, saw an entry of 28 boats at Leigh Sailing Club Open, a super turnout. The event was held in conjunction with the Enterprise Open, with a total of 57 boats, the closure of Pennington Flash to other classes for that day was totally justified.

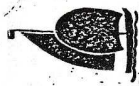
Boats arrived from all over the country to give the Miracle fleet at Leigh a very proud day. Winds were light variable and the first race saw Dick Clarkson of Leigh S.C. win from Ian Pinnell. After a close battle in which very light conditions and winds shifting dramatically saw Ian Pinnell win from David Fitton second. David Fitton won the last race of the day with Ian Pinnell second. The trophy eventually went to Tynmouth S.C. with Ian Pinnell. David Fitton took second place and Wilson, Bartley S.C. third.

Leigh Sailing Clubhouse is in the process of being rebuilt and at the Miracle Open it had no front, no lounge and no Bar or Galley. But thanks to good weather and splendid work by the ladies in the galley, a good lunch was available.

I would like to thank the Miracle fleet ladies at Leigh for providing after lunch cakes and sweets, thank you again.

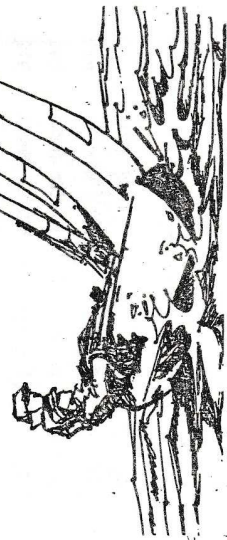
Can I also thank the Miracle Association, on behalf of Leigh Sailing Club for the donation of £30 towards costs of the Youth and Junior event.

Roy Scott.



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YOUTH & JUNIORS.

Mike Smith Reports.

The sunshine that had been forecast seemed to avoid Leigh S.C. on Saturday, 24th September, but the South Westerly force 2-A also forecast did enable the Race Officer to set an excellent course, beating the full length of the lake to the windward mark.

A steady Force 3 during the first race gave excellent sailing conditions and keen competition not only between the leading boats but also right down the fleet. After a hard fought battle, Clive Haywood was first over the line, followed by Ian Southwell and third Nick Barrett. Meanwhile, a covering match was taking place up the beat between Mark Lunn and Andrew Smith for seventh and eighth places.

By the start of the second race, the wind had dropped to a Force 2. Ian Southwell and Paul Huett had soon broken away from the rest of the fleet and before long Huett had established an appreciable lead, which he held to the finish. Ian Southwell was second and Clive Haywood third.

Before the start of the third race, the wind had backed to an almost westerly direction which necessitated a slight alteration of course. In dropping wind conditions it was a race between four boats. Southwell eventually took the lead and stayed there to take the Youth Championship and Paul Huett came second to give him the Junior Championship.

An excellent day's sailing of very high standard had been enjoyed not only by competitors but also by spectators.

Mike Smith.

RESULTS

I. SOUTHWELL	(Y)	3383	LEIGH	2	2	$\frac{1}{2}$	1
P. HUETT	(J)	2905	DRAYCOTE	4	$\frac{1}{2}$	2	2
C. HAYWOOD	(Y)	3028	DRAYCOTE	$\frac{1}{2}$	3	7	3
N. BARRETT	(J)	3107	LEIGH	3	8	3	4
D. ASHLEY	(J)	2770	NORTH LINGS.	5	5	9	5
G. KELLY	(J)	2183	LEIGH	10	6	5	6

DRAYCOTE OPEN

4/10/1982 no. 21.3 (1st) 1st

Grey skies and a cold force 5 wind, gusting force 6, greeted a total of 28 competitors who assembled to compete in the Draycote Water Sailing Club Miracle Open Meeting on 8th/9th October for the Bell Woodworking Trophy.

In the first race Chris Sidey from Queen Mary Sailing Club crewed by his Brother, Mark, were first around the windward mark closely followed by John Wilson from Bartley Sailing Club. Chris pulled out a commanding lead which he held to the finish, even though he capsized on one of the reaches.

In the second race Chris repeated this form and led from start to finish and so finished the first day in a commanding position.

The wind moderated overnight and were blowing a Force 2 with gusts of Force 3-4 on the Sunday.

In the first race the leading boat around the windward mark was Geoff Huett from the home club followed by Chris Sidey who closed the gap on the downwind leg and took the lead up the second beat. Chris held this lead throughout the rest of the race and with three wins could not now be beaten.

Chris decided to stay on the shore for the last race and watch the remaining boats battle it out for second place. First around the windward mark was David Southwell from Leigh Sailing Club. David, however, later dropped to second place and the lead was taken by Harry Barlow from the home club. On the last beat the lead changed again and it was Andy Parkinson, also from Draycote, who crossed the finish line in first place. Harry crossed the line second but was disqualified for being over the start line and it was David who was given second place.

The second place was enough to give David second overall and Andy third.

Peter Stewart.

RESULTS

Position	Helm	Crew	Club
1st	Chris Sidey	Mark Sidey	Queen Mary
2nd	David Southwell	Nick Barratt	Leigh
3rd	Andy Parkinson	Matthew Parkinson	Draycote
4th	John Wilson	Karen Beston	Bartley
5th	Clive Hayward	Paul Huett	Draycote

Pearson's Page.

Measurement Secretary's Report

Another year of open competition has passed without, I may add, too much hassle over illegal practices.

One such practice that crept in and was very quickly eliminated, was the draw-cords in the foot of the jib. These are most definitely OUT OF CLASS in any format. Members who order new sails during the closed-season please note.

At the last Committee meeting held during October, the fee measuring was discussed. It was decided by your Committee that a fee of £10. be charged to Association Members. I have heard of up to £20. being charged for this service. If you need your Miracle measured, then ask for a quote.

During the season I have noted different rig settings on good fast boats. It would appear that in a Miracle you have the potential to win races if you reverse and rig to suit yourself. Not one setting would appear to suit all boats and crews. A good basic from which to start, is to take the mast back to obtain approximately 8" at the gooseneck. With a little mast bend you do not overstress your dinghy. This should then eliminate the mast failures one hears about. With the option to use solid or laminated centreboards and rudder-blades, has made the Miracle definitely safer. These are the ideas which give our dinghy the edge on other classes. So please if you have any other ideas for improvement on safety do not hesitate to contact me.

Tom Pearson.

MIRACLE WORKER!

John Adams [Woodforge]

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JOHN ADAMS
BOAT
REPAIRS

Unit 4 Hutton Craft Centre
George's Farm, Dark Lane
Hutton, Nr. Warwick
CV34 8XA
Tel: Clavendon 2729

Woodturner
Chairmaking
Light Forgework

HOME WARWICK 494117

The calendar for the Association area events is now completed thanks to the various fleet captains being their usual efficient selves. The Nationals, however, present their own particular problem - that of cost.

By the time this goes to the printers, I hope to have completed negotiations with Eastbourne for next year's Nationals. 1985 is proving to be a different matter. We were planning to go to Llandudno and sharing with the Geaduates, but unfortunately, they do not wish to join us in 1985.

For the Association to go to Llandudno we would have to foot a bill of £2,000 which would have to be divided amongst the boats competing and added to this would be the cost of entertainment etc., bringing the cost up to possibly £50 per boat. However, I am now in the process of finding a fleet to share with use, or alternatively arranging a meeting with Llandudno to see if we can come to some mutual agreement regarding costs.

I have also written to South Caernarvonshire Yacht Club, Abercoch, but again the figure of £2,000 is mentioned. As with Llandudno I am now looking into the possibility of another fleet sharing - so it's back to the 'phone and the pen.

Ivor Williams.

EDITOR'S NOTE

I have published in this issue the dates we have received so far. Fleet Captains and race organisers please let us have details of your forthcoming events as soon as possible. Hopefully we intend to publish a complete 1984 calendar in the next issue.

OCEAN WORLD
PERSONALISED
Leisurewear

OCEAN WORLD, 31 HIGH STREET, COWES, ISLE OF WIGHT, PO31 7RS

NOTICE BOARD

Day Trip To France.

Ivor Williams asks if any members of the family accompanying the Helm for the Eastbourne Nationals are interested in going across to France for a day trip. Contact Ivor and if the interest is sufficient a trip will be organised.

Redditch S.C.

Sid Bagshaw, Commodore of the Redditch Sailing Club, writes to say there are vacancies at his club for Miracles. If you are interested in joining a friendly sailing club, contact Sid on 401940 or write to, 26, Cranham Close, Headless Cross, Redditch.

For Sale & Wanted

Sail No. 1932. Sails Cover, Launching Trolley, Snipe Road Trailer. #645. This boat is available for viewing at R. KENSLEY, 20 ALLENFIELD ROAD, LEXHAMPTON, CHELTENHAM, GLOS. GL53 0LY.

Articles, reports or in fact anything that may interest Miracle Association members, to The Editor please.

Boat Repairs.

Tom Pearson, our Measurement Secretary, will undertake to do repairs and build complete boats. Contact Tom on Leamington-Spa 37209, or write to 14, Lewis Rd, Radford-Samsale, Leamington-Spa, Warwickshire, CV21 3UB.

The use of this Notice Board is free to Association members to advertise their for sale or wanted goods. Contact The Editor for inclusion in the next issue.

NEW MEMBERSHIP YEAR

The Association Membership year runs from 1st April to 31st March, membership can however be renewed at any time after 1st January.

Can I ask you to help to spread the Membership Secretary's workload by renewing your membership before 1st April?

The subscription rates applicable from 1st January 1984 have not been increased and are as follows:

- £5 Full Membership
- £5 Associate Membership (for those who do not own a boat)
- £6 Family Membership

Send your subscription, payable to the Miracle Association, to:

JOHN WILSON,
MEMBERSHIP SECRETARY,
151, PINSTALL ROAD,
BROMSGROVE,
WORCS., B60 3DD.

Please (*enrol me in) the MIRACLE ASSOCIATION for the year ending 31st March 1985

I enclose remittance of: (*£5 FULL) MEMBERSHIP

(£5) ASSOCIATE)
(£6) FAMILY)

I (am) the boats first owner. (am not) date.

BOAT NUMBER(S)	
BOAT NAME	
SURNAME & INITIALS	
HOUSE NAME	
NUMBER & ROAD	
VILLAGE OR DISTRICT	
TOWN	
COUNTY	
POSTCODE	
CLUB	
TELEPHONE NO.	
MR, MRS, MISS, MS	
PLEET CAPTAIN'S NAME	
NO. OF MIRACLES IN FLEET	
MEMBERSHIP YEAR	

* Delete as inapplicable

1/84