



NEWSLETTER OF THE MIRACLE ASSOCIATION

FIRST MIRACLE INLAND CHAMP'S ATTRACTED 41 ENTRIES

And some very close competition throughout the fleet. **GRAEME CASTLE** adds one more success to what is already a very formidable list.



JOHN WILSON SHOWS THE WAY AT REDDITCH

17 boats, good sailing and first class hospitality the order of the day.

VELAS
BOAT COVERS · SAIL REPAIRS
CADMORE LANE · CHESHUNT
HERTS EN8 9SD U.K.
WALTHAM CROSS
0992 23080

MIRACLE SALES FOR 1981 ARE WELL UP AS THE POPULARITY OF THE CLASS IMPROVES

INSURANCE

THE MIRACLE ASSOCIATION unreservedly recommend
NEWTON CRUM

The MIRACLE - 5th. best selling dinghy, the majority of which we have insured since inception and as the OFFICIAL CLASS ASSOCIATION SCHEME your Association benefits by way of commission on all policies effected through our office, together with the strength of your Association to arbitrate in any conflict between the insured and insurers. Make sure that your sailing is free from worry and complete the coupon below:
DINGHY COVER INCLUDES £500,000 THIRD PARTY, RACING, TRANSIT, THEFT, ALL U.K. AND HOLIDAYS IN EUROPE, ETC

PREMIUMS FOR CRAFT based on total sum insured			
Total sum ins.		£350	premium £9.50
£100	premium	£7.00	£400 £10.00
£150		£7.50	£450 £10.50
£200		£8.00	£500 £11.00
£250		£8.50	£550 £11.50
£300		£9.00	£600 £12.00
			etc. etc.

**Dinghy Dept.,
NEWTON CRUM
INSURANCE**

57 Broadway, Leigh-on-Sea, Essex

Please send me—without obligation—your Terms and Quotations

Name

Address

OFFICIAL MIRACLE CLASS SCHEME



0702-711012
or
01-778 0161

SOUTH AFRICA

JOIN THE FRIENDLIEST FLEET AFLOAT
AT THE SOUTH AFRICAN NATIONALS



DATE : BETWEEN CHRISTMAS AND NEW YEAR
1981

VENUE : MIDMAR DAM PIETERMARITZBURG

CLUB : HENLEY MIDMAR YACHT CLUB

INFORMATION

THE SECRETARY
MIRACLE ASSOCIATION
P.O. BOX 10223
SCOTTSVILLE
NATAL 3209
SOUTH AFRICA

NOTE

A LIMITED NUMBER OF BOATS WILL BE
MADE AVAILABLE AND WILL ACCOMMODATION

from the chairman...from the chairman...from the chairman...from the chairman...from the c
chairman...from the chairman...from the chairman...from the chairman...FROM THE CHAIRMAN

On March 22nd., along with fellow Miracle sailor Tom Pearson, I attended the dinghy show at Picketts Lock. While I was there I met several people including the Chairman of the Graduate class. Also I spent about four hours on the Miracle Association stand. This was magnificently presented and prepared by the Draycote Water Sailing Club. On the stand was Graeme Castle's boat. It was quite an education; people seemed very interested in the class. I will look forward to meeting the Gentleman at Eastbourne who had just bought No. 3210 and was naming it 'Countdown'.

April found me at Redditch to witness some excellent sailing by Membership Secretary John Wilson and his son Adrian. The weather was not so kind for the Inland Championships held at Datchett Water Sailing Club which David Russell and his team organised well.

In fact I was complemented by the Race Officer on the behaviour of the Miracle sailors. Writing in 'HALO' last year Bob Platts of the North Lincolnshire Sailing Club conducted a referendum asking about the venue for the 1981 A.G.M. The result was abysmal, only two bothered to reply. From this we, Peter Nunn and myself, concluded that you the members would prefer to hold the AGM as before - during the Nationals.

Therefore the ANNUAL GENERAL MEETING will be held at EASTBOURNE on Thursday, JULY 30th., at 4.30 p.m. Any proposals must be in the hands of the class secretary, Peter Nunn, by June 25th. (Rule 7 appendix (g)).

Hoping to see you all at Eastbourne.
Good sailing.

John Wilson

OFFICERS OF THE ASSOCIATION

THE COMMODORE : R.O. Ferguson Esq.,
The Headmaster's House,
Church Lane, Godstone, Surrey.
RH9 8BW. Telephone: 0883 843446

THE VICE COMMODORE : F.E. Webber Esq., 81, Fulmead Road, Redding, Berks. RG3 1JX.
Telephone: Reading 595083

THE CHAIRMAN : G.J. Perkins Esq., Aviamore, Main Street, Brandon, Coventry. CV8 3HW
Telephone: Coventry 542883

SECRETARY : Peter Nunn, PO Box 644, 66/73 Shoe Lane, London, EC4A 4AB
Telephone: 01-822 3768

TREASURER : Peter Skilton, 26, Burnside, Broughton, Brigg, South Humberside.
Telephone: 0652 52075

MEMBERSHIP SECRETARY John Wilson, 151, Finstall Road, Bromsgrove, Worcestershire. B60 3DD
Telephone: Bromsgrove 76487

MEASUREMENT SECRETARY Terry Castle, 46, Whittle Close, Bilton, Rugby, Warwickshire. CV22 6JR.
Telephone: 0788 811494

general committee : Bob Fitzpatrick, 78a, Maidstone Road, Rainham, Kent.
Telephone: Medway 363942

Geoff Huett, 133, Monague Road, Woodlands Estate, Rugby.
Telephone: 0788 811463

Ivor Williams, 28, New Row, Moseley Common, Worsley, Manchester. M28 4BE

COMPETITIONS SECRETARY Dennis Southwell, 136, Irlam Road, Flixton, Manchester.
Telephone: 061 748 4940

HALO EDITOR Philip Twining, 18, Whitecross Street, Barton upon Humber, South
Humberside. DN18 5EU. Telephone: 0652 34162

THE 1981 MIRACLE ASSOCIATION PROGRAMME...THE 1981 ASSOCIATION PROGRAMME...THE 1981 ASSOCIATION

MAY 28th & 29th. YOUTH AND JUNIOR HELM AT
Rutland Water.
Contact:
The Secretary, Rutland S.C.,
Edith Weston, Oakham,
Rutland. LE15 8HJ
Telephone: Stamford 720292

FIRST RACE ON THURSDAY AT 1.30 P.M.

MAY 31st. OPEN MEETING AT WINSFORD FLASH
Contact:
P.R.Bland Esq.,
13, School Road, Gadbrook,
Northwich, Cheshire.
Telephone Northwich 6133

June 6th & 7th NORTHERN AREA CHAMPIONSHIPS
AT LEIGH S.C.
Contact:
Ivor Williams Esq.,
38, New Row, Moseley Common,
Worsley, Manchester. M20 4BE

JUNE 13th. & 14th. SOUTHERN AREA CHAMP'S
AT HYTHE AND SALTWOOD S.C.
Contact:
Rob Thomas Esq.,
2, River Court, Chartham,
Near Canterbury, Kent.
Telephone: Groat Stour 412

FIRST RACE SATURDAY AT 14.30

JUNE 13th. & 14th. BLACKPOOL TOWN REGATTA
Contact:
Barry T. Livingstone Esq.,
16, Wyvern Way, Carleton,
Near Poulton Le Fylde,
Lancs. FY6 7LR.
Telephone: 0253 890352

JUNE 21st. OPEN AT NORTH LINCOLNSHIRE S.C.
Contact:
Bill Cox Esq.,
Faulty Towers,
Brigg Road, Barton upon Humber,
South Humberside.
Telephone: 0652 33021

JUNE 21st. OPEN AT WIGAN S.C.
Contact:
Malcolm Lunn Esq.,
7, Wilcove, Sker
Skelmersdale, Lancs.
Telephone: Skelmersdale 25898

FIRST RACE 11 a.m.

JUNE 27th & 28th. SOUTH WESTERN AREA
CHAMPIONSHIPS AT SUTTON BINGHAM
Contact:
E. Francis Esq.,
7, Keens Close, Street, Somerset.
BA16 0HQ
Telephone: Street 43554

FIRST RACE AT 11.40 a.m.

JULY 4th & 5th. OPEN MEETING AT WORTHING
Contact:
Robin Mugridge Esq.,
7, Idenhurst, Hurstpierpoint,
Hassocks, West Sussex.
Telephone: Hurstpierpoint 834117

JULY 4th & 5th OPEN MEETING AT SHROPSHIRE
Contact:
R. Lyth Hudson Esq.,
78, Woodfield Road, Shrewsbury,
Shropshire.
Telephone: Shrewsbury 62117

AUGUST 29th. PUDDLEDUCK CHAMPIONSHIPS AT
NORTH LINCOLNSHIRE S.C.
Contact:
Bill Cox Esq.,
Faulty Towers, Brigg Road,
Barton upon Humber, South Humberside.
Telephone: 0652 33021

SEPTEMBER 4th and 5th OPEN MEETING AT
SOUTH SHIELDS S.C.
Contact:
Ernie Johnson, 14, Windermere Gardens,
Tyne and Wear.
Telephone: Tyne and Wear 883708

SEPTEMBER 27th OPEN REGATTA AT NORTH LINCS.
Contact:
Philip Twining, (sailing Secretary),
18, Whitcrosse Street,
Barton upon Humber. DN18 5EU
Telephone 0652 34162

OCTOBER 3rd. OPEN MEETING AT I.C.I. SLOUGH
Contact:
Eric Jones Esq.,
106, Nursery Road, Taplow,
Maidenhead, Berks.
Telephone: Burnham 62751

OCTOBER 10th & 11th. MIDLAND AREA CHAMPION'
SHIPS AT DRAYCOTE WATER S.C.
Contact:
Ted Willie Esq.,
21, Sedlescombe Park,
Dunchurch Road, Rugby.
Telephone: Rugby 815173.

MIRACLE CLASS ASSOCIATION

A.G.M.

This is formal notification that the **1981 MIRACLE ASS'N
ANNUAL GENERAL MEETING** will be held at

SOVEREIGN SAILING CLUB, EASTBOURNE ON THURSDAY,

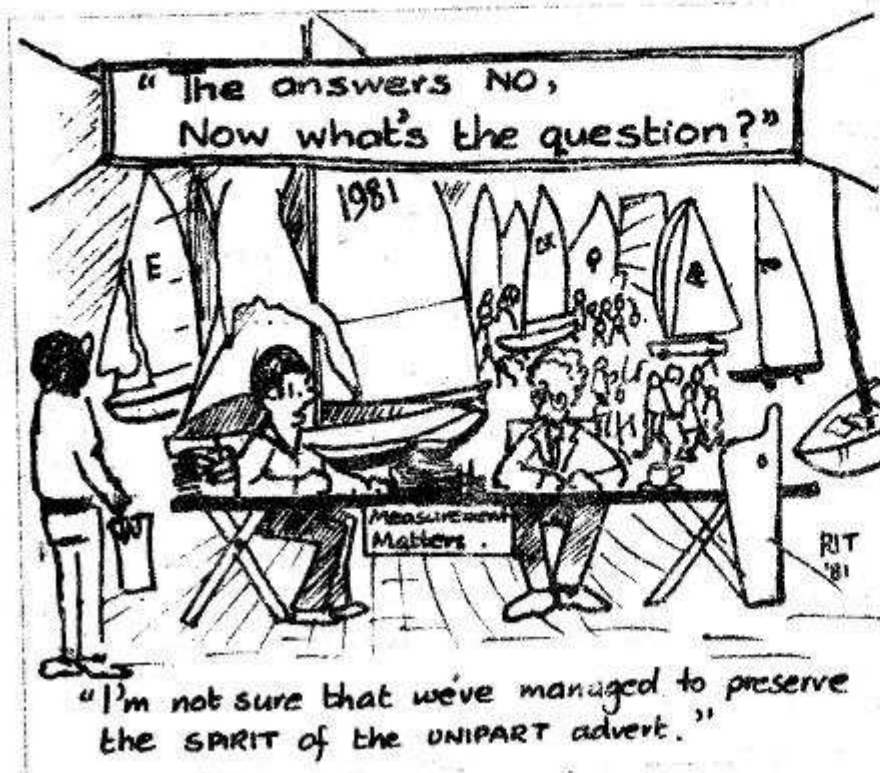
JULY 30th

4.30 P.M.

AGENDA:

- (1) Minutes of the 1980 Annual General Meeting held at County Football Headquarters, Leicester on Saturday, October 11th. 1980. (Published in December issue of 'HALO').
- (2) Matters arising
- (3) Chairman's and officers' reports
- (4) Treasurer's Report
- (5) Changes in Association rules -Proposals.
- (6) Proposals for changes in the Miracle Association Rules of Measurement.
- (7) Proposals from members
- (8) Election of Committee
- (9) Any other business.

N.B. 'Any motion to be put to an Annual General Meeting of the Association shall be proposed and seconded by full members and shall be submitted in writing to the CLASS SECRETARY at least FIVE WEEKS before the date of such meeting.' (7g)



Proposals should be sent to:
Peter Nunn,
Secretary,
Miracle Association,
P.O.Box 644,
66/73, Shoe Lane,
London.
EC4P 4AB

96, Lincoln Road,
Newark,
Nottinghamshire. NG24 2DQ
Friday, Jun

Dear Phil,

I hope that you will find this letter a suitable subject to publish in the Miracle 'HALO'.

In this time of general 'DO NOT CARE' attitudes I would very much like to say a sincere 'thank you' to two companies associated with the Miracle world.

On Monday 4th May I was competing in a May Day Regatta when, unfortunately, my boat was in a collision situation with a much stronger craft, my Miracle coming off very badly damaged.

A phone call first thing Tuesday morning to the Insurers, NEWTON CRUM and another to BELL WOODWORKING CO resulted in my competing again on the following Saturday, 9th. May. in an immaculately repaired boat.

A VERY SINCERE THANK YOU TO THE TWO COMPANIES CONCERNED.

Jonathan Ward MM 2776

SPINNAKERS

"I want the spinnaker up" he said
"So keep your cool, don't lose your head"
Now what did the sailing book say?
I forget.
Put that bit on that - yes I think that's
set
And this goes on there, ooh my fingers
are numb
A voice behind, "Hurry, don't be so dumb!"
"Got it " I cry and sink thankfully down
As tangled wet rag just wraps round
and round,
Struggle painfully forward to unravel it
all
A strong puff of wind and it blows up
and full,
Done it at last! - my heart fills with
pride.
That voice behind speaks again
What was that ? - GYBE !

ODE TO THE WEATHERMAN

Sunday morning, crew awake,
Phone the weatherman, "What's that?
force 8 !"
Back to bed with eyes shut tight
"Get up" cries the helmsman, "he's never
right!"
"That tree aint bending in the wind
it grew
That way, I'm sure it did.
The fresh air will do you good!"
As a chimney pot blew down the road,
Oh weatherman, have a day of rest
Its Sunday, and helmsmen always know
best!

JACKIE BISHOP

MM1003

A long-suffering wife/crew

MIDLAND CHAMPIONSHIPS...MIDLAND CHAMPIONSHIPS...MIDLAND CHAMPIONSHIPS...MIDLAND CHAMPIONSHIPS

Draycote Water's tentative plans for Sat/Sun 10th./11th. October are for two races at 1 and 3.30 p.m. on the Saturday and for 3 races on Sunday at 10a.m., 1p.m. and 3.30p.m. with 4 out of five to count. It is hoped to have the lake open from 11a.m. on Saturday for sailing.

We plan to have a supper on the Saturday evening (subject to advanced booking) to which we hope all competitors and their friends will come. There will be an informal disco and the bar will be open.

THESE ARRANGEMENTS ARE PROVISIONAL final details will be published in the September issue of 'HALO'

Meanwhile if anyone would like to have details as soon as we publish the final arrangements then they should send me an s.a.e.

Allan Batch, 67, Fisher Avenue, Rugby, Warwickshire. CV22 5HW

YOU ARE REMINDED THAT THE ABOVE PROGRAMME IS PROVISIONAL

6

Fourteen helms lined up for the first of three races. Overcast and lowering cloud gave lie to the fairly constant force three wind. A good start gave J.Wilson, from Redditch S.C., an early lead which he held throughout the race while H.Yule-Smith and Paul Taylor from North Lincs. S.C. closely contesting for second and third places. Just behind the first three an equally exciting battle for fourth place was taking place between local club commodore, Rod Little, and fleet captain J.Ward, with Little making the line just ahead. The second race showed a change of leader, H.Yule-Smith streaked away at the start leaving Wilson and Taylor battling for places. H.Yule-Smith, an early leader in the third race appeared to have got "everything together" and held his lead to cross the line first while once again John and Paul gave the spectators some exciting moments with their very competitive sailing and positions changing every lap.

RESULTS

1st.	H.Yule-Smith	North Lincs. S.C.	11th.	A.Boden	Hoveringham S.C.
2nd.	J.Wilson	Redditch S.C.	12th.	J.Webb	Hoveringham S.C.
3rd.	P.Taylor	North Lincs.S.C.	13th.	A.Rennie	North Lincs. S.C.
4th.	R.Little	Hoveringham S.C.	14th.	A.Bummage	Ruston S.C.
5th.	J.Ward	Hoveringham S.C.			
6th.	L.Riley	Hoveringham S.C.			
7th.	P.Twining	North Lincs. S.C.			
8th.	I.Launders	Hoveringham S.C.			
9th.	G.Bennet	Hoveringham S.C.			
10th.	J.Hardman	North Lincs S.C.			

A very enjoyable day for competitors and spectators alike despite the weather. It also gave the host club a chance to show off their new clubhouse its members have built throughout the winter.

OPEN MEETING

JULY 4TH—5TH

WORTHING YACHT CLUB,

Marine Walk, Eirine Road, Worthing.

Mid March to late October. SEA

F/C Robin Mugridge, (Slow handicap Class Captain),
7, Idenhurst, Hurstpierpoint, Hassocks, West Sussex.
Hurstpierpoint 834117



ALVERBANK SAILS
47 BRIDGE STREET,
DERBY. TEL: 42586

HAVE YOU THOUGHT ABOUT MAKING A SPINNAKER ?

Then why not have a go? I wouldn't suggest that you will do as well as the professional sailmakers but there is no reason why a sail suitable for club sailing shouldn't be made on your own domestic sewing machine. If you do not feel able to design your own (I drew mine on a large balloon and then scaled it up) then copy the panels from a badly torn or worn sail. I found cheap battery operated scissors best for cutting out and it makes it much easier to put together if you start with good edges.

I searched for a 'How to do it' book without success so I ordered my material, cut out the panels and set about putting it together. I wasn't sure about pinning the pieces together so instead I stuck adjacent panels together with double sided sticky tape and then sewed them together with an ordinary straight stitch followed by a French seam using a zig-zag stitch.

I made up the two halves first and then stitched them together, folded tape along the luffs and foot and stitched them. Reinforcement patches, made from an old jib, were sewn into each corner of the sail and a downhaul patch sewn in the centre. All the sailcloth was covered in the nylon so that the slippery surface was maintained. I cut numbers from some darker material left over from an old spray suit. I attempted to stitch the numbers straight on to the sail but they slipped about so much that I decided to stick them on first with contact adhesive. I used the sail at the Inland Championships and it worked quite well; at least I can't remember going any more slowly than the boats around me!

The costs were:

9 yards (very good quality) yellow ripstop nylon	£18.90
3 HA156 rings	30
10½ metres of assorted tapes	£ 2.42
	<u>21.62</u>

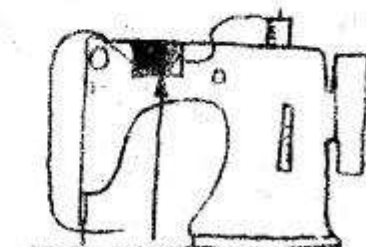
All the above from Jeckells

I have since purchased some cheaper material from E. BARNES, HAWKSFORD HOUSE, FERNHURST, HASLEMERE, SURREY.

It is 36" wide, comes in a variety of colours and cost only £1 per yard plus V.A.T postage and packing so my next spinnaker should cost me around £12 which compares favourably with the very cheapest available at the moment. The material also included sewing instructions and Mr. Barnes has kindly allowed me to reproduce them below (thank you!):-

"Do not tape seams as this prevents the cloth being drawn taut, when sewing stretch the edges of both and hold firmly together the whole time. It sews best if the thread is oiled; soak a piece of cloth in 3 in one oil, or sewing machine oil, then tie it around the arm of the machine, now allow the thread to pass under the cloth when sewing, this also gives a waterproof stitch. Now lay the two edges to be joined side by side and mark edges every 12 inches or so. Keep these marks together when sewing to show that the bottom piece is not creeping. Sew only with Polyester/Cotton thread, such as Koban or Drima.

You may find it easier if seams are solutioned together first with Evostick or a similar solution before sewing, if solutioning first only solution one panel at a time and sew, otherwise if more are solutioned you will not be able to get the material under the arm of your sewing machine.



Thread under oiled cloth.

INLAND CHAMPIONSHIPS

The awful weather that preceeded the first over Miracle Inland Championships made me feel that the event would be poorly supported. I telephoned David Russell during the week prior to the championships only to learn that he had, at that time, only received thirteen entries. Fortunately the entry was very good indeed particularly when there are classes that cannot raise even thirty boats for their Nationals let alone forty one. We had imagined that Datchet was a three and a half hour drive away and it turned out to be much further. It took us five and a half hours to make the journey and we half expected the club to be closed when we finally arrived at 11 p.m. David had waited all evening and was there to welcome us when we arrived. His care and attention helped us to have an excellent weekend and I thank him warmly for his hospitality.

DINGHY EXHIBITION

This annual event at Picketts Lock Sports Centre, Edmonton seemed to be as popular as ever or was it that the gales that weekend prevented all the mad-keen dinghy types from sailing over the weekend?

Our Miracle Association stand was organised again this year by the Draycote Water Miracle Fleet and masterminded by Terry Castle. In addition to Graeme's new boat 2922

'Share Khan' fitted with the new proctor mast, there was also a half completed hull showing the method of construction. This was a great help in convincing the handyman types that the Miracle is not difficult to build. The Miracle 'goodies' raised a useful amount for Association funds thanks to some hard selling by the girls. We would have made more money but the car stickers we sold you all in 1980 are lasting too well.

We had one of the busiest stands at the show meeting many old friends and made a lot of new ones. And we were pleased to have the Chairman, Jim Perkins, and Bob Fitzpatrick helping us.

Two factors seemed to contribute towards the crowded stand; the relatively low-cost for reasonable performance and the Miracle's light weight. Whilst the first should require no explanation, the second factor was summed up by the Sailing Secretary of the Selset S.C. who paid us several visits. He said that Selset had steep slipways and their G.P. fleet had died away(-?) due to hernia and disc problems. They therefore badly needed a light weight two-man boat in that performance bracket. Perhaps one of our northern Miracle fleets will 'chat up' Selset and organise a demonstration sail for them.

There was a good display of fleet posters sent in adding a touch of colour and the poster from the Henley Midmar Y.C. Miracle Fleet at Pietermaritzburg, South Africa, showing Miracle sailing in blue water under blue skies gave us hope for a summer and the Nationals at Eastbourne.

Questions asked highlighted two 'needs'. Almost one of the first questions a potential Miracle owner asked was "Where can I sail it?" We tried to answer from our computerised Fleet Databank on the stand but the Association does need to publish a list of clubs, locations, fleet captains and addresses (Mirror owners will know from their year book what I mean). The other 'need' that sticks in my mind was the number of ESSEX Miracles who said, "We have only two or three Miracles in the Club. I wish we could get more and have better racing." Since Essex has so many Miracle clubs perhaps they could all get together (if they knew who the others were).

It was a very good exhibition generally and enjoyed by all who staffed the stand (in spite of the rip-off catering and bar prices). I think we helped to get more Miracles on the water and did our bit to keep us amongst the membership growth classes.

ALLAN BATCH

TOP DOG

The Champion of Champions race was held at Walton on Thames this year and Mike Holmes, well known by members of the North Lincolnshire Club, confirmed his title of 'leading dinghy holmsman of the last three years'. It was pleasing to see our own Class Champion (a title richly deserved) giving good account of himself by finishing in 6th place. Well done Graeme!

NATHAN PURSUIT

The Nathan Silver Salver race heli each year at Draycote Sailing club has never been a great success for Miracles. No matter how carefully the event is organised I doubt if it is possible to work out a handicap system that it totally fair to all classes. We used to think that not having a spinnaker put the Miracle at a disadvantage and we were looking to Graeme to prove or disprove the theory this year because if anyone can sail the boat to its true handicap rating then he can. Unfortunately he capsized and didn't finish so it was left to Paul Taylor from North Lincs. S.C. to carry the class colours

across the line followed by a tireless John Wilson.

Paul wrote to me after the event:

"Hydn House",
Normanby Road,
Thealby,
Mr. Scunthorpe.

Dear Phil,

Nathan Silver Salver 1981

I had the good fortune to be invited to represent the Miracle Fleet at the above event. The weather was excellent, mild for the time of year with a good southerly breeze. At around 1 p.m. with Harry Yule-Smith in the front end of the boat we cast off to join the three other Miracles and another 150 boats ranging from Cadets to F.D.'s.

It really was a tremendous race, I'm pretty sure that almost every racing dinghy had at least one representative. It was very interesting to compare the many different shapes and sizes of craft. The trapeze boats had a field day as far as results were concerned with 420's 1st. and 5th. and Fireball 2nd. We plodded round somewhere in the middle however that did not detract at all from a most enjoyable day's yachting. When we came ashore after the 3 hour soaking the Draycote Miracle Fleet were more than helpful with our derigging and we thank for their help and hospitality.

We really had a smashing day on and off the water.

PAUL TAYLOR North Lincolnshire S.C.

SUPERCLUB

Two recent open events clearly illustrate the wide differences between clubs. The Inlands at Datchet offered superb facilities in all respects - plenty of changing space, hot showers, lounge- you name it and they've got it. There is always the danger that large clubs can become a bit impersonal but this can be overcome if the fleet captain of that club puts himself out to be as friendly and as welcoming as David Russel was. Hoveringham Sailing Club at a tiny place called Girton near Newark is quite a contrast. The club was, until this year, a collection of wooden huts. The lavatories were so primitive that you were instructed to first collect a bucket of water from the lake for flushing before entering your cubicle!

All this is no more - thankfully and due to the enthusiasm of its members. Hoveringham now have a new club house with all the facilities that you would expect in a modern club: changing rooms with showers, bar, kitchen and no need of buckets any more! Perhaps the nicest touch of all, and a symbol of the friendliness of the club members- they have built a large open fireplace for burning logs. After a hard days sailing you can, when the wind is in the right direction, smell the woodsmoke on the last beat and I am sure that your sailing improves as you contemplate standing in front of the roaring fire.

FOREIGN PARTS

I have never been particularly interested in the possibility of Miracle Classes abroad. I can well understand the people who market and promote the SALE of the boat being anxious to achieve world-wide sales but I'm not too sure what good it does the Association of Miracle owners here in Britain. I can't imagine that many British owners are anxious to set off on a 'world open meeting tour' even, in the unlikely event, they can afford it.

I have, however, received a couple of Newsletters, one from South Africa and the other from Australia. Both make very interesting reading and I thank both Associations for sending them to me. Now that I have read them and know something of what is happening out there I have become more enthusiastic. In the Australian edition quote:

"WHAT DO YOU WANT ?

In the last edition of HALD we enclosed a form to be returned indicating what you the members would like from the Association - to date only one reply has been received..." We have more in common than I thought.

I suppose the South African Nationals offer an alternative to Eastbourne - think of all that warm sunshine, golden sunsets. My crew is not quite so taken with the idea - she believes that all foreign water are full of 'nasty creatures' that bite off toes or sting you and such. She thinks it's safer at home where the only risks are, pneumonia, arthritis, lumbago, bronchitis and, of course, hernia. Never mind, now that the day has been fixed for the Royal Wedding (during our Nationals Week of course) and the day for the grand opening of the Humber Bridge has been arranged I am assured that the day of the year when the sun actually shines and you can leave off your wetsuit is to be fixed. This day will be officially known as 'summer'. (And, because it is 'official' it will probably be the coldest day of the year.) Keep writing to us Australia and South Africa- we are interested - your climates are what dreams are made of.

LETTERS · LETTERS · LETTERS · LE

56, Lyman Drive,
Wishaw,
Lanarkshire, ML2 8TJ
26.2.81

Dear Philip,

I am writing to you concerning past issues of 'HALO'. Up to and including issue 14, every one has been received from its inception, following this only 16, 18 and 20 were delivered. Since we have only just recovered from building an extension, primarily started from my point of view to enable the 'Miracle' to be housed in the garage, which did not meet with total agreement from my wife, reading HALO has been somewhat spasmodic.

Whilst reading the current HALO (issue 20?) I came across letters referring to items I definitely could not recollect reading, and found an apparent hiccup in the binary arithmetic of your addressing machine causing every other HALO to be missed! I will be most grateful if you will arrange to have a copy of issues 15, 17 and 19 sent to the above address.

Referring to your letters and articles on construction of the Miracle the only problem I have come across relates to the rubbing strips. After approximately three years, the boat being built in early 1975, these started parting from the sides and decking. The glue did not appear to adhere well to the rubbing strip, and the copper nails being smooth provided no grip either. Gluing and screwing these on has proved much more satisfactory, with the screwheads countersunk and filled. A much smoother and neater appearance is achieved.

I still have misgivings about the spinnaker, and feel that a better performance would have been achieved if a genoa had been allowed. With the spinnaker used on a reach, my ten year old son crewing, and the endless sheet system, once the boat heels and starts to come up to windward the inevitable result is a capsized!

Perhaps other helms have managed to let the spinnaker fly with endless sheets? Several people have pointed out that separate sheets overcome this problem, but I feel that the Miracle cockpit would become unusable with two long free lengths of rope lying around.

Yours sincerely,
JOHN HARCOURT MM421

I've posted copies of issues 19 and 20. Unfortunately I haven't copies of the earlier issues. Perhaps Peter Nunn can help?
P.T.

Yachts and Yachting
26th. February 1981.

Dear Mr. Twining,

Thank you for your letter dated March 1st. which we received on February 24th. - it certainly does pay to have a HALO when dealing with the Post Office!

I am afraid we will not take up your kind invitation to advertise in your newsletter, because were we to support one class association in this way it would only be fair to support the other 79, and the cost would be prohibitive.

Yours sincerely,
PETER COOK

8, Cartledge Close,
Cuddington, Cheshire.
CW8 2PN

Dear Sir,

I wonder if you would consider devoting a half page of your excellent newsletter to RULES and problems of interpretation. On Occasional incidents arise which do not seem to be covered by standard reference work - may I give you 'a for instance'?

My wife and I sail our pride and joy 'Mirabelle' at Winsford Flash. Both Club and Lake may be a bit difficult to find, as Matthew Smith (10) discovered, but the hospitality that awaits the visitors and the fine racing make it all worth while.

Our Open Meeting is on the 31st. May 1981 by the way. Please come and join the fun.

The incident that I wish to relate happened at our last open. The start of one of the races saw us nicely on starboard tack on the line as the gun went - but so were some twenty other boats. You could say we were close packed.

Nevertheless there was a good half yard between our 'Mirabelle' and the next down wind boat.

Needless to say we were close hauled, clawing our way up wind as best we could. Whereupon the helm of the leeward boat closest to us put his feet into the toe straps, sat out as far as he could, arched his back parallel to the water and touched our boat with the back of his neck shouting, in one sentence, "Windward boat keep clear, you are retired!"

"Well fancy that" I said to my wife and "Bless my soul". She claims that I said something much more colourful but I trust you will believe me. Well, anyway I didn't want to do a long hard race only to find myself disqualified, dutifully did my 720 and hared off after the rest of the field. Afterwards I buttonholed whoever I could find and begged for an explanation, the respective rule number, anything. The answers ranged from, "Sharp practice, but legal." to "Well, what did you expect from that so and so?" I am still baffled, because it doesn't make sense to me. Imagine the ideal start with all boats

LETTERS · LETTERS · LETTERS · LE

The Headmaster's House,
Church Lane,
Godstone,
Surrey. RH9 8BW

Dear Philip,
Having read the contributions to 'HALO'-
last issue- from wives who do not sail I
thought it was time I made some statement
on behalf of wives who do sail. So please
bear with the following ditty to be 'sung'
to the tune of that wellknown wartime
ballad with apologies in every direction.

CREWS

Bless 'em all. Bless 'em all,
The fat and the short and the tall.
Bless all the wives and the child-eren too,
Bless all the good souls who act as their
crews.

Without them where would the helms be?
Sailing alone on the sea.
No-one to swear at and no-one to blame*
Miracle boats would soon lose all their
fame.

Be kind to your crew, so they say
Or beware at the end of the day
They all may go off and take up the golf
And leave you alone in dismay.

Vera Ferguson

*(I understand that this does happen in
some boats !!!)

Barton upon Humber.

Dear Philip,

Following my recent correspondence regard-
ing our "lords and masters"- the copyright
holders- it would appear that a belated
apology is in order - from me to them.
The cold keen wind of common sense seems
now to be starting to blow away the cobwe-
bs of nonsense that traditionally surround
the building and construction rules of any
one-class dinghy.

Murrah for transom flaps - where were they
when I needed them most? - on Boxing Day.
With a cockpit full of water and a broken
mast - some means of emptying the boat
quickly would have been as welcome as the
flowers of spring.

As a result of the fun and games of Boxing
Day, I decided to redeck my boat- from
marine ply rather than pre-cut shapes (its
cheaper that way)-and to use the old decking
as partial templates.

I would like to express publicly, my grati-
tude to one P.J.Twining for the moral and

physical help that he gave me. Physical in
showing me how to perform various tasks
which were causing me some thought.

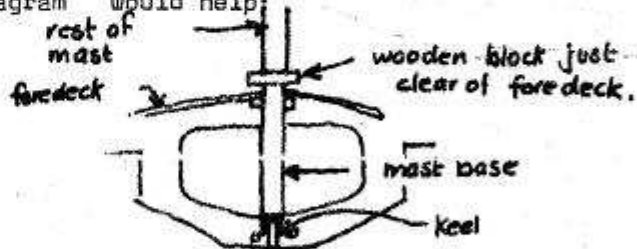
Moral- by applying a mental kick in the back-
side at the right time- without which the
job would have taken twice as long, -ready
in time for the next Boxing Day Race?

While I have no wish to add fuel to the
controversial fire that is raging (burning)
regarding 'no nail decks', I should point out
that that is the technique I used, since it
seemed to me rather silly spoiling a good
piece of marine ply by driving nails into it
unnecessarily. It is also rather interesting
that the first comments made by my wife -
who takes no interest in sailing whatever-
was, "It looks much nicer without all those
nails."

To change the subject slightly I would like
to make a suggestion which would perhaps be
considered at the next A.G.M.

Disregarding any deterioration in the decking
anyway, it is quite obvious that as a result
of the design of the Miracle - the mast is
keel stepped as apposed to deck stepped- any
dismasting must result in damage to the gate
and king plank, and thus the foredeck. In the
case of a deck stepped mast, such as the
Mirror or Enterprise, dismasting, for example
by a shroud coming adrift, will result in the
mast falling down, without any damage to the
boat.

To avoid this damage in future - the following
diagram would help:



You will see from the diagram that the mast
would have to be cut where indicated, and a
wooden pad securely fitted to the bottom
section, such that it is clear of the fore-
deck by $\frac{1}{4}$ " or so. The rest of the mast
would fit into an appropriate shallow socket
on the top of the pad - similar to the manner
in which Mirror and Enterprise masts are
fitted. The details are unimportant at this
stage.

The results of such a design would be:

- (1) stress will still be transmitted to the
keel as in the original design.
 - (2) rake adjustment will be a lot easier since
the problem of moving the mast about on the
keel will not arise.
 - (3) Dismasting will not damage the boat.
- Could I ask what are the views of other
members?

Yours sincerely,
Bob Platts MM 253

LETTERS · LETTERS · LETTERS · LE

close hauled, tightly packed on the line and all the helms lean out and touch the windward boat- the only one left is the one nearest the port marker, the others all retire? So, although I am willing to accept this as one of life's bitter pills - what I would much rather have is for one of my Miracle sailor colleagues out there to write to you and let us all know that that so-and-so was wrong and why.

Yours faithfully,

Henning J. Caesar MM2854

'Any helpers?'

7, Idenhurst,
Hurstpierpoint,
Hassocks,
West Sussex.
2nd. March 1981

Dear Philip,

Having just read the last issue of HALO with great interest, particularly the ratification of the changes, I realise that I have not kept you in the picture with regard to Worthing Yacht Club. Miracles have now got class status and consequently the fleet has grown since the last return that I filled in. We have 12 Miracles in the club and hope that this number will increase by the time that racing begins.

Although there is an emphasis on racing there are many members who just like to potter and there is usually a potterer's programme as well. Anybody with a Miracle in this area would find the sailing exhilarating, hopefully competitive and certainly enjoyable. We hope to see many of you at our open in July.

Yours sincerely,

Robin Mugridge
Miracle Class Captain,
Worthing Yacht Club

24th. March. 67, Fisher Avenue,
Rugby.

Dear Philip,

We had a good show at London last weekend and I am enclosing a bit for the next HALO. People are obviously reading HALO (even those who want you to glue down the lid of your coffin instead of nailing it!) because one of the first posters I got for the stand was from South Africa, and the Secretary of the S.A. Miracle Association particularly asked if I would pass the data to you and ask you to write up something in HALO about the S.A. Nationals in December.

Nationals in December.

So Here is the poster and a Natal Parks brochure (see page 3).

See you at Rutland?

Regards,

Allen Batch.

Dear Secretary,

I would like to use this opportunity to draw your attention to the sailing and allied facilities we have available here at the WATER SPORTS CENTRE. It is situated in Nene Park approximately 5 miles from the centre of the Cathedral City of Peterborough.

The Watersports Centre is approved as a teaching establishment by the RYA with two full-time instructors. We are open during the Summer and winter and provide tuition, dinghy and sailboard hire. We can arrange Dinghy/Sailboard Class Meetings both for adults and children - 'Class family fun weekends' - caravan and boating rallies. Canoeing and rowing can also be organised.

The lake is 75 acres in area located in fairly open countryside. The mean depth is 6 m. We have a large dinghy park for 100 boats, concrete slip and jetty. There is approximately 150 metres of sandy shoreline. Three rescue boats are available.

The building consists of a large cafe, serving hot meals and drinks etc, changing rooms with hot showers, an observation room providing all round visibility of the lake. The surrounding area is open parkland providing car parking space. Play areas and smaller lakes are available for children's recreation, including miniature and continental gauge railway. Camping and caravanning facilities are available if required.

If you are searching for facilities of this nature for your events write or telephone: the following address:

Chief Sailing Instructor,
Ferry Meadows Watersports Centre,
Ham Lane,
Orton Waterville, Peterborough.
Telephone: Peterborough 234443
for further details.

Would we be interested in a camping rally in 1982 ?

Is there anyone who lives close by who could assess the quality of the place for such a rally?

Would there be enough to do for all the family?

If you are interested write to HALO and let us know. This could be a non-racing Miracle Event for all those who want a more relaxed class meeting.

13

 'SPINNAKER RULES OF MEASUREMENT XXXXXXX SPINNAKER RULES OF MEASUREMENT XXXXXXX SPINNAKER

One spinnaker only shall be carried on board during a race. The same spinnaker must be used for all races in any Association Event. Replacement spinnaker at discretion of Race Committee. The spinnaker shall be symmetrical in form and construction. Colours of spinnaker are optional.

The sail to be constructed in two identical halves with a central seam. Each half to be constructed using no more than four panels, i.e., three joining seams in a general horizontal direction (Approximately right angles to luffs). The edges of the sail shall be bound with tape. Headboards are not permitted, but cloth reinforcing patches are permitted on head and clews. Up to two downhaul patches are permitted. The sail must conform to the measurements as stated in these rules.

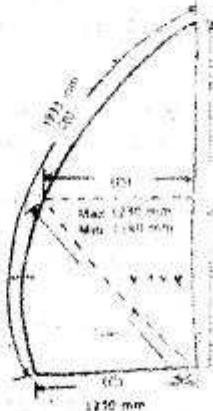
Sail number to conform to I.Y.R.U. Rules (i.e., sail numbers to minimum height 12" in contrasting colour on leeward side of spinnaker).

A spinnaker shall be measured folded along its centred line with luffs together lying as flat as possible on the floor with sufficient tension to remove wrinkles. All measurements are taken to the edge of the sail. All spinnakers will have a serial number marked on one of the clews for identification purposes.

- (a) The length of the luffs shall not exceed 3650mm.
- (b) The length of the centre fold measured along the curve shall not exceed 3935mm.
- (c) The half width of the foot shall not exceed 1250 mm.
- (d) The half height cross measurements shall not be greater than 1230mm, nor less than 1140mm. To find this position, fold the peak to the clew and measure across the fold.
- (e) The length from the clew of the half height centre seam shall not exceed 2150mm

The following is specified:

- (a) Distance from centre of shroud and forestay tang eyes on top of sheave on block maximum 250mm.
- (b) Apart from halyard no spinnaker controls may pass within the mast.
- (c) No spinnaker controls may pass within the boom.
- (d) All fittings must be fitted in such a way as not to extend beyond the deck plywood where it joins the outer gunwale.
- (e) No part of the spars or hull may be cut away for fittings or controls with the exception of 1/ for the halyard in the mast
2/ for the spinnaker chute in hull.
- (f) Not more than one spinnaker pole may be used.
Maximum length of pole 1525mm.
- (g) No ratchet blocks are allowed.



SOUTHERN AREAS

HYTHER & SALTWOOD S.C.

13-14 JUNE 1981

1st. RACE : SATURDAY AT 14:30.
 ENTRIES ON THE DAY £4.50 per boat.

LUNCHES : TEAS AND BAR AVAILABLE AT THE CLUB
 FOR FURTHER INFORMATION CONTACT ROB THOMAS.

**Rob Thomas, 2, River Court, Chartham,
 Nr Canterbury, Kent.**

Telephone: Great Stour 412.

The media have recently aired a number of contrasting viewpoints on the rights of individuals viz a viz the increasing number of information files recorded in computers which are operated by banks, the police, credit houses etc. Whatever opinion we hold regarding the sinister purposes these records may be put I am sure that the convenience of data storage and retrieval on a computer, is something we all like to take advantage of, especially when the alternative is laboriously hand written or typed difficult to update, lists and records. Your Hon. Membership Secretary and 'HALO' editor are no exceptions and the association is engaged in constructing a membership data base on a 'home' computer which will help them to keep an accurate up to date list of members, their boats, addresses etc. and eliminate the chore of envelope addressing for circulating 'Halo' and other miscellaneous notices. The more sensitive member will no doubt think, "Ah.Ah. but what... etc etc." Well the complete information we hope to maintain and which will comprise a members' record is as follows:

<u>SEX</u>	Mr., Miss or Mrs.	<u>FLEET</u>	Whether the member is a Fleet Captain of a registered fleet to permit the Association to 'target' particular notices at the proper person in a club organisation.
<u>MEMBERSHIP YEAR</u>	this little statistic monitored by the Membership Secretary to assess the health (?) of the Association. Renewals are taken as an indication of satisfaction of members with the Association's affairs and services. Records members for current year and previous years.		

<u>BOAT NO</u>	The Miracle dinghy sail number and name, registered by Mirror Group News.Ltd.
<u>BOAT NAME</u>	

OWNER'S NAME Surname & initials

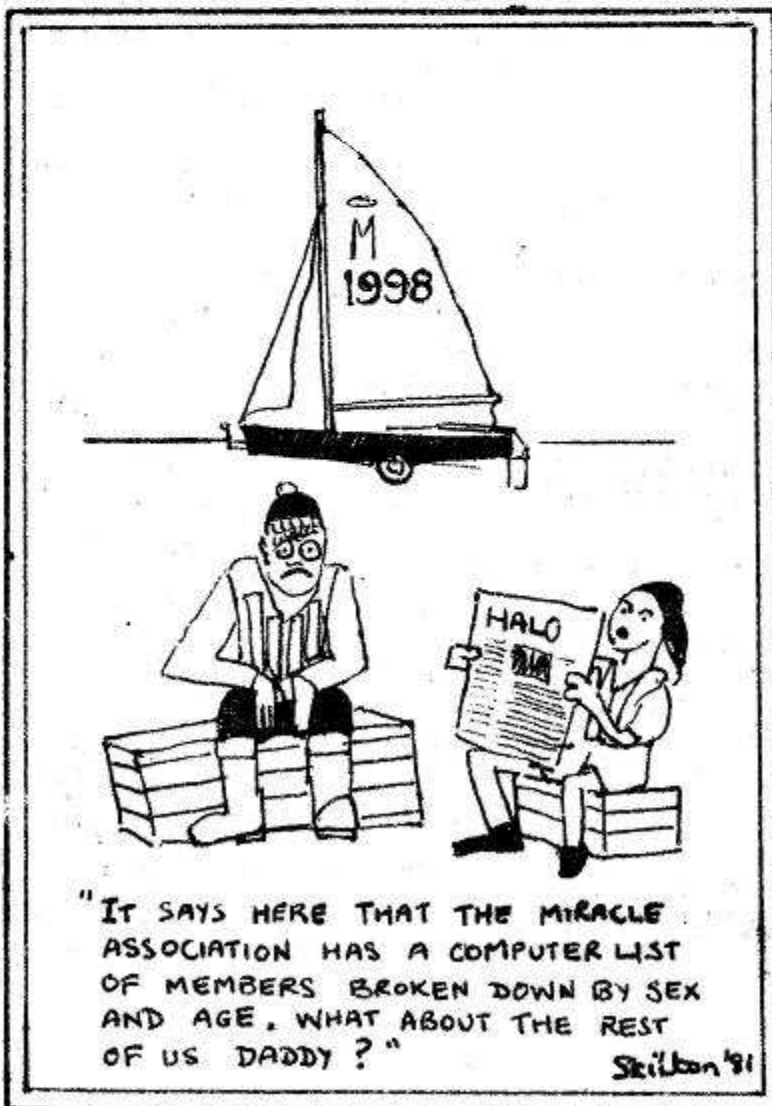
ADDRESS House
 Number/street
 Village
 Town
 County/Country
 Post Code

...to ensure HALO reaches you reliably.

CLUB We are very interested in the distribution of our membership in sailing clubs so that new members can be advised where class interest can be found and Association events hosted.

TELEPHONE NO. Not so important but can be useful to Ass'n officials and other members in particular circumstances.

These data are sufficient for our simple purposes and it is hoped that the majority of members will cooperate with us to keep their records accurate and up to date. Exactly what your current record holds is detailed on the printed slip enclosed with your copy of HALO and any errors which we may have unwittingly embodied can be corrected if you will return this slip to the Membership Sec suitably amended.



TRANSOM FLAPS & PORTS just an idea by ROY SMITH

North Lincolnshire members asked me for a simple design so that their flaps and ports could be fitted before the winter annual pain job. The rules are not very explicit but we decided to make 'reasonable assumptions' and go ahead. One measurement was clear:-
"...and the holes cut into the transom shall have no dimension greater than 14cm."

We thought it sensible to assume that any further restrictions would be to do with the position of the ports in relation to the taped seams so we kept the edges of the hole 40mm away from the bottom panel (measured inside the boat) since we considered that depth of water not unreasonable for the bailers to cope with and it made perfectly certain that the taped joints were safe.

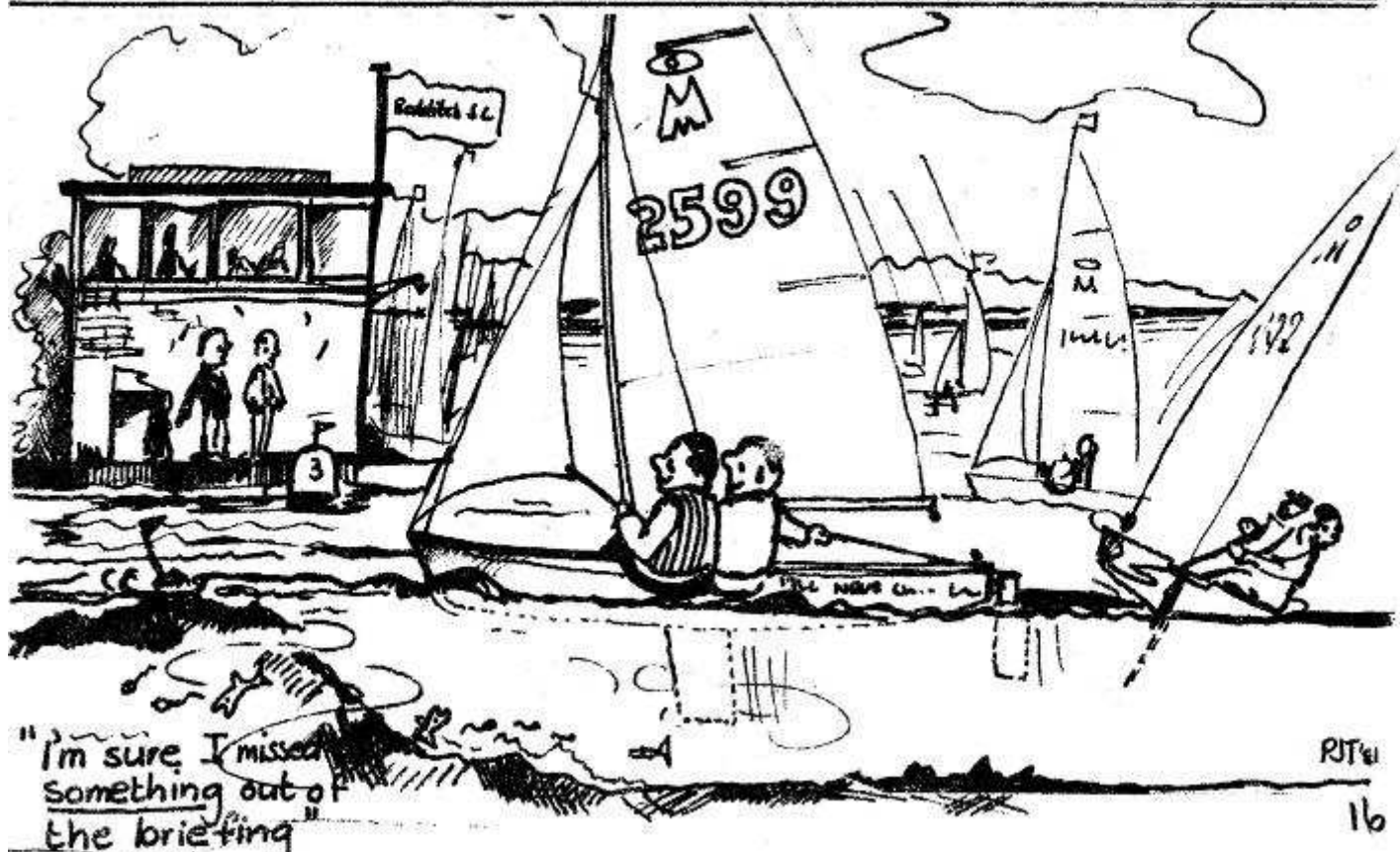
We made a template of the proposed port rounding the corners for strength and to contain the 140mm restriction on size. We were not anxious to make the ports too large so that they would be strong enough without reinforcement. The holes were not cut at this stage, instead the flaps were made out of 3mm Perspex 190mm x 100mm. Plastic hinges were used having first drawn the pin and replaced it with copper. The hinges were fixed with tiny self tapping screws which were then filed flat so that the flap would lay flush against the face of the transom. A piece of Perspex was also cut to pack out the other side of the hinge. The paper template was then taped to the outside of the transom and the flaps held in position to be sure that everything lined up nicely. It is important to leave room for the small bolts to go through the hinge, perspex packing and transom without fouling the centre spine.

The hole was then marked on the inside face of the transom (the outside if you decide to use a power saw), the large holes drilled carefully in each corner and the ply cut away from the inside with a very fine toothed pad saw. The hand saw is easy to control and I worked from the inside to avoid lifting tiny slivers of wood that would show.

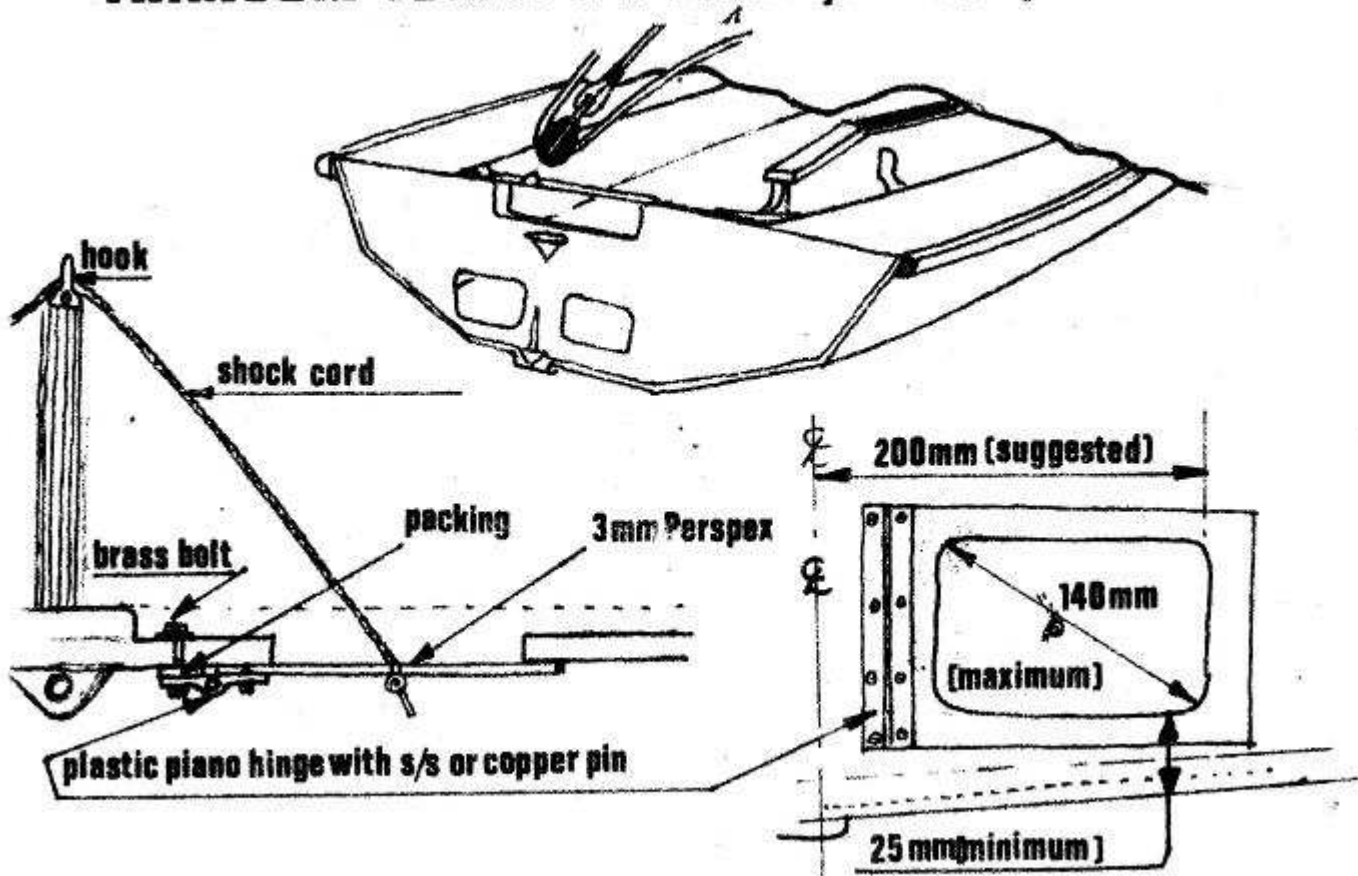
The flaps were then held in place and the holes drilled to take the small brass bolts. Nuts and washers secured the bolts on the inside. It is important that the hinges should be on the inside edges to avoid damage to the flaps, when open, by the rudder.

A 2mm hole was drilled in the centre of each flap and a knotted piece of shockcord used to keep the flaps closed. If you use this idea remember to varnish all the holes and get a good build up on the port edges to stop water entering the ply.

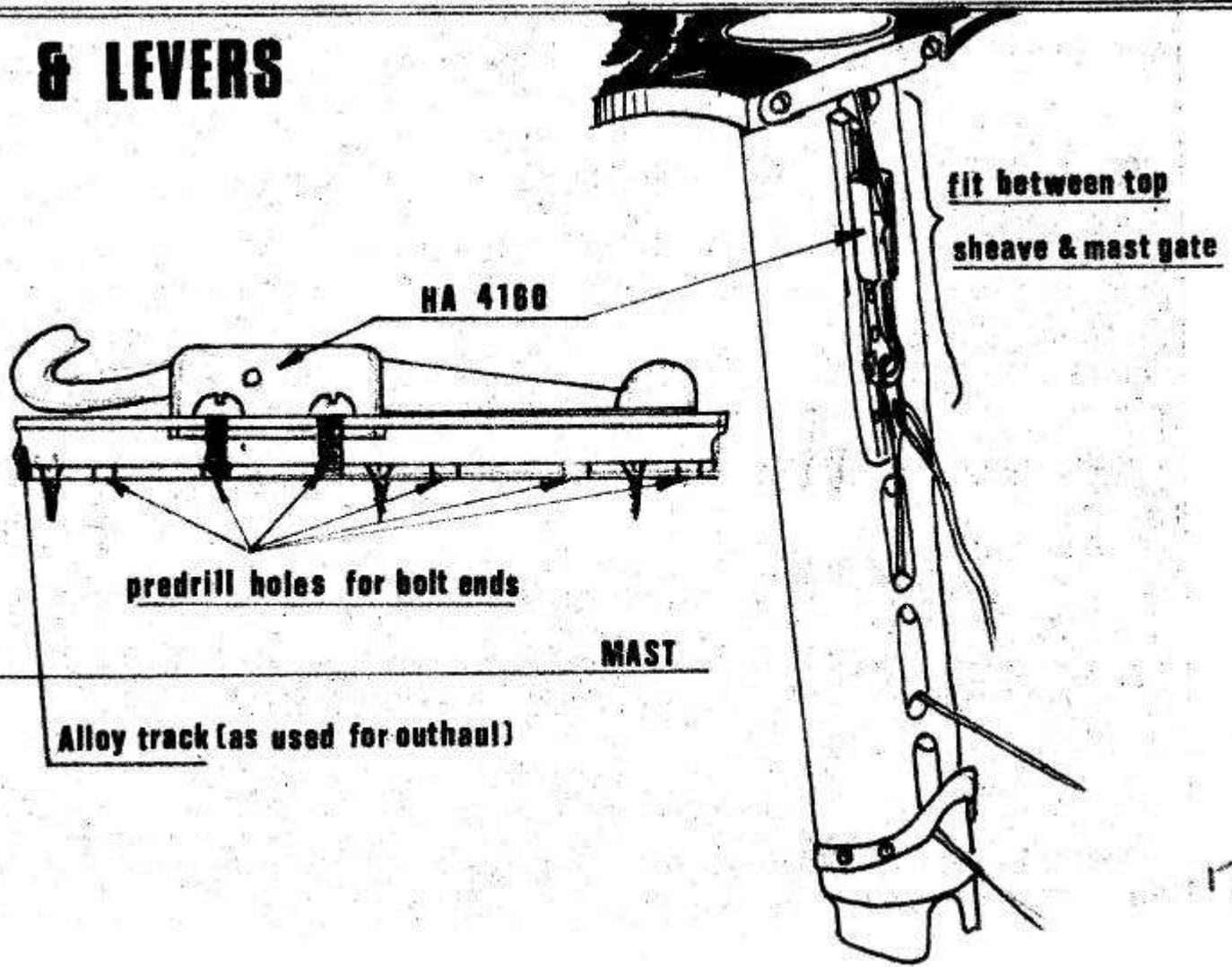
The jib hook-up arrangement is simple enough. The holes are drilled in the track so that when the bolts locate in them it prevents the fitting from sliding. Flat track on a round mast works o.k. but the gap along the edge was filled with plastic padding. Don't sand it smooth or you will scratch the alloy - wipe the edge smooth with resin brush cleaner.



TRANSOM FLAPS & PORTS just an idea by ROY SMITH



& LEVERS



REDDITCH OPEN MEETING RESULTS

1st	562	J. Wilson	Redditch	2*	2	2	1 1/2
2nd	529	P. Sowden	I.C.I.(Slough)	2	2	3*	4
3rd	1202	P. Taylor	North Lincs.	3	4	4*	7
4th	3028	H. Barlow	Draycote Water	5	5*	2	7
5th	2599	R. Twining	North Lincs.	7*	3	5	8
6th	302	P. White	Redditch	4	6	6*	10
7th	889	R. Clarkson	Shropshire	6	12*	7	13
8th	2791	N. Richards	Shropshire	R*	7	8	15
9th	2776	J. Ward	Nottingham	8	8	9*	16
10th	3004	M. Pruden	Redditch	11*	9	10	19
11th	1669	D. Crowe	Redditch	10	10	R*	20
12th	2019	T. Pearson	Mid. Warks.	9	11	R*	20
13th	1344	S. Bagshaw	Redditch	12	DNS*	11	23
14th	1065	K. Woolley	Redditch	R	13	12	25
15th	1659	S. Bayliss	Redditch	13	14	DNS*	27
16th	1796	G. Ray	Redditch	14	15	DNS*	29

MIRACLE SAILS... by Bruce Banks

This space is not big enough to tell you about. The revision of designs. The introduction of new specialised cloths. Our results during the last season. The many extras included in our specification. Our after sales service and our restructured management.

Why not contact us and find out more. Before you order your new sails.

Main £109 Jib £43 Spin £78



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All prices exclude VAT

372 Brook Lane, Salisbury, Nr Southampton SO3 6ZA,
England. Telephone Locks Heath (04895) 82444.

REDDITCH OPEN MEETING

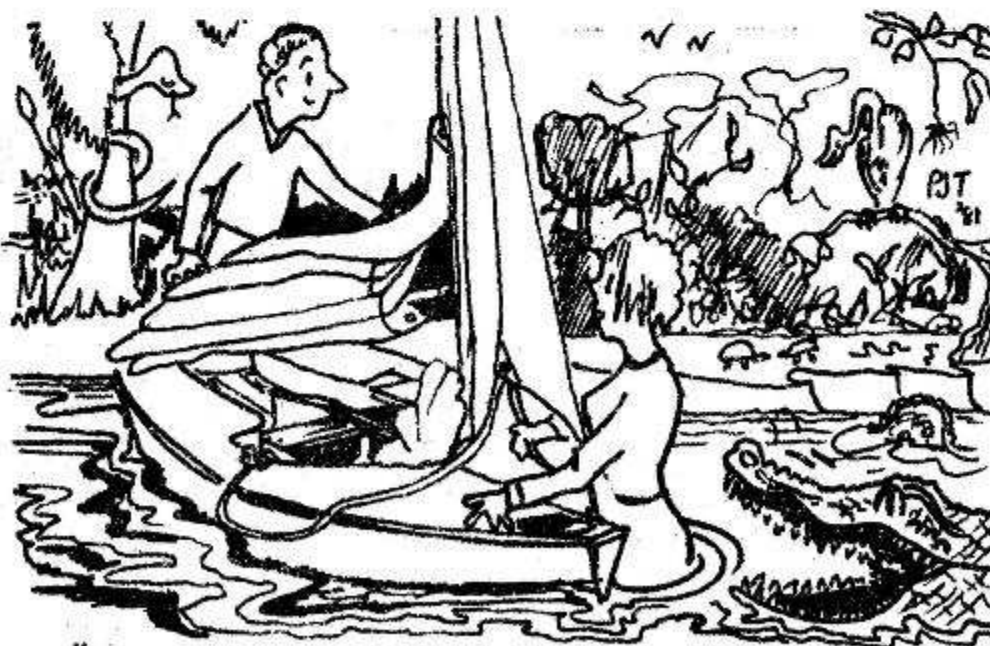
The first Miracle open meeting of the season brought visitors from as far afield as the Humber to Redditch on 11th April.

Sixteen boats started the first race in a light south westerly breeze. John Wilson followed by Peter White (who has not yet been persuaded to invest in a spinnaker), both home club helms, led the fleet for two thirds of the race but eventually the spinnakers of Peter Sowden and Paul Taylor gave them the edge and on the line, Peter White had fallen back to fourth.

The course was reversed for the second race as the wind threatened to back southerly. John started well but was closely followed round the windward mark by Richard Twining. After several challenges on the off wind leg, Richard could not quite get the inside berth at the gybe mark and so stayed behind. John was first across the line again followed by Peter Sowden and Richard with Paul slipping to fourth.

Another course reversal for the last race produced the closest racing of the meeting. With the sun breaking through and the wind becoming flukey, Paul, with a return to his usual form, broke through to an early lead from John. In the end however, local knowledge paid off and after several place changes, John took line honours. Harry Barlow showed considerable skill in the variable conditions and surprised Paul and Peter by slipping past them to finish second. Paul concluded a day of mixed fortunes by hitting the last mark and dropping a further place to finish fourth.

Prizes were presented to the first five helms and crews by our Chairman Jim Perkins. Jonathan Ward having sailed well, received the prize for the farthest travelled, as other contenders were already in the prizes.



"Now aren't you pleased I persuaded you to come to the South African Nationals!"

1981 NATIONALS - SOVEREIGN SAILING CLUB

If you have not yet made up your mind whether you want to be part of the best 1981 Nationals, let me outline the Programme to finally persuade you to fill in that Entry Form:-

Saturday	20.30 hrs	Briefing
Sunday	10.30 hrs	Practice Race
	14.30 hrs	1st Championship Race Commodore's Reception
Monday	10.30 hrs	2nd Championship Race
	14.30 hrs	Single Handed Race Treasure Hunt
Tuesday	10.30 hrs	3rd Championship Race
	14.30 hrs	Crews' Race Civic Reception
Wednesday	11.00 hrs	4th Championship Race Disco Evening
Thursday	11.00 hrs	5th Championship Race Games Evening
Friday	11.00 hrs	6th Championship Race Prizegiving - Buffet with background music

For details on Eastbourne accommodation and more about the area, please write to:

Eastbourne Publicity Department
Winter Gardens
Eastbourne
East Sussex
BN21 4BP

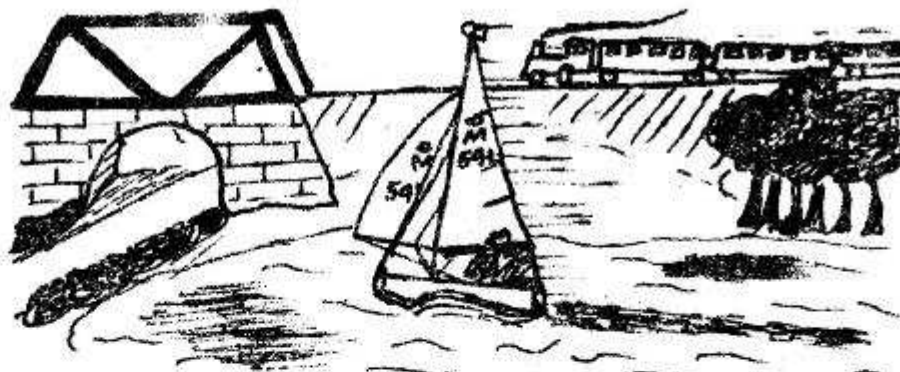
Acknowledgement of entries will be sent along with a map to indicate where the Clubhouse is situated. The sailing instruction package with tickets to events, etc., will be available at Reception upon arrival. The only strange rule is that when sailing, we insist on the carrying of a paddle and anchor. This is a very sensible idea in tidal water, especially if the wind drops!

We would like to extend to all Miracle owners, an invitation to stay on at Sovereign for the week following the Nationals to take part in our Family Sailing Week. This is a much more informal sailing event with the emphasis on the family getting afloat. Impromptu social events are usually organised, but again, the emphasis is on family participation. Temporary Membership would, of course, be required, but for that you can enjoy all the benefits of the Club whilst recovering from what promises to be the best Nationals ever.

To enable you to sample the Club and the sailing conditions, why not join our Miracle Fleet at our annual Regatta - June 6th and 7th.

Mick Harker
Sailing Secretary

Midland
Miracles
M
541



can we beat it to the station!

I built my Miracle about six years ago, single handed, but for the help of my younger son then aged eight. Members who have built their own boats will know that this was not always much help as the necessary tools were invariably missing at the critical time!

After three seasons cruising, as my two lads became more demanding, we started to look for a local club within cycling distance of our home. Fortunately, sailing is a sports activity at their school and we found that there was a handicap fleet with two other Miracles at the Club.

The Club consists of a Lark fleet, a first rate Cadet fleet, two of whom stand a very good chance of being selected for the 1981 Cadet World Championships and a mixed handicap fleet.

The Club has sole sailing rights but allows access to some local schools and youth organisations. Club races take place every Sunday, and during the summer on Wednesday evenings. There is also a full calendar of social events. The Club consists of an excellent Lounge Bar, small games room/wet snack bar and changing rooms. It is very much an informal family club with a membership of about 300, including children and social members, plus 70 boats. By Draycote standards the water is small and the wind flukey, but we have some exciting racing, and visitors often compliment us on our hospitality and organisation.

By now I hope you are becoming intrigued about the location of this mystery club. It is **OLTON MERE CLUB**, situated close to Olton Railway Station and the main Birmingham/Warwick Road on the boundary of Solihull and Birmingham.

New active sailing members are welcome.

If you are interested in joining our Club please contact Peter Gibbs (M.541)
Telephone:- 021-744 1672 or our Commodore:- Ted Hill 575 Warwick Road, Solihull
Telephone:- 021-705 4402

P.S. I almost forgot! For anyone who already knows the Club, access facilities were greatly improved during 1980 by a new ramp.

NATIONAL CHAMPIONSHIPS

SOVEREIGN S.C., EASTBOURNE. Entries to: M. J. Harber Esq., 1, Willewa Rise,
Framfield, East Sussex.

JULY 25 TO 31 ST.

REPORT FROM CROSBY SAILING CLUB

Crosby Sailing Club was founded in 1972 when a man-made Marine Lake was built at the end of the Royal Seaforth Docks. The lake is situated on the coast, eight miles north of Liverpool, and twelve miles south of Southport. It is easily accessible from the Motorway link roads - M57 and M58, and provides sixty-four acres of the finest sailing waters in the North-west.

Since 1973 when the lake was officially opened by HRH Princess Anne, the club has held Open Meetings for Enterprise, GP14's and Mirror Dinghies. Unfortunately, in recent years the Mirror Fleet has depleted to such an extent that it no longer has fleet status. In an effort to maintain an Open Meeting for the Mirrors it was suggested that a combined Open Meeting for Mirrors and Miracles should be held annually.

In 1980 the first of these meetings was held with a turnout of fifteen Miracles and nine Mirrors which was very pleasing for a first attempt, however, although 1981 had a drop in the number of entrants a good time was had by all.

The results of the 1981 Meeting were as follows:-

BOAT NO	HELM	CLUB	POINTS	OVERALL POSITION
2761	C MAXFIELD	WINSFORD FLASH SC	3 4 4 = 11	1st
2026	D FITTON	LEIGH SC	2 2 3 = 7	2nd
2713	D SOUTHWELL	LEIGH SC	2 3 2 = 7	3rd
2779	A CATTO	LEIGH SC	4 4 4 = 12	4th
2183	J KELLY		6 5 7 = 18	5th
1548	B MILLER	CROSBY SC	5 6 8 = 19	6th
1164	P BLAND	WINSFORD FLASH SC	7 7 5 = 19	7th
998	M LUNN	WIGAN SC	8 8 6 = 22	8th
2641	G FUGEN	CROSBY SC	- 9 9 = 18	9th

Well done to all those who entered and we look forward to having your support next year.

BOB MILLER
MIRACLE MEASURER (CROSBY)

South Ferriby Marina

Barton-on-Humber
DN18 6JH

Telephone:
Saxby-all-Saints 620



OPEN MEETING AT RUSTON SAILING CLUB LINCOLN. SUNDAY MAY 17TH 1981

Rustons Sailing Club hosted their first ever Miracle Open on Sunday combining it with a Graduate open. The result was successful from everyone's point of view with eighteen dinghies sharing the water.

The first Miracle race took place in force five to six winds but the fleet managed to reach the windward mark without mishap. Jonathan Ward (Hoveringham) lead the way round with Richard close behind. Early setting of his spinnaker put Richard into first place for a short time until the wind veered and he capsized. Philip Twining took advantage of the turmoil and pulled through to the lead which he hung on to until the finish.

The second race was sailed over the same course with, if anything, fresher winds. Phil and Jonathan lead again but Andie Rennie and Bob Platts climbed up to join the leaders. Richard had capsized before the race started when sand jambed his centreboard and he never started.

The final race was to sort out first and second places and was a well-fought contest between Richard and Jonathan. They were the only helms who dared use their spinnakers and the third sail pulled them out from the rest of the fleet by several minutes. Jonathan was well on the heels of Richard as they both tacked up the bank to take advantage of the lift. Jonathan, however, touched bottom and had to be content with second place. The most exciting duel was between Andie Rennie and Malcolm Harris as they fought tooth and nail for third position. The order changed several times but finally Andie pulled through and crossed the line a boat length in front of Malcolm.

RESULTS

P.Twining & J.Byworth	2599	North Lines.	2	2	DNS	1 1/2	points
R.Twining & J.Harman	2770	North Lines	2	DNS	2	2 1/2	points
J.Ward & C.Parr	2776	Hoveringham	3	2	2	4	points
A.Rennie & S.Osten	1819	North Lines	RTD	3	3	6	points
G.Nelson & A.Hunt	2873	Ruston	4	5	5	9	points
M.Harris & J.Harris	2233	North Lines	5	RTD	4	9	points
J.Mason & M.George	2919	Ruston	6	6	RTD	12	points
D.Bunage & R.Nelson	2867	Ruston	7	RTD	6	13	points
R.Platts & G.Byworth	255	North Lines.	DNS	4	RTD	13	points

ever mind waving to the nice Australians, sheet your jib in!"



INLAND CHAMPIONSHIPS

MAY 2ND. & 3RD.

full results

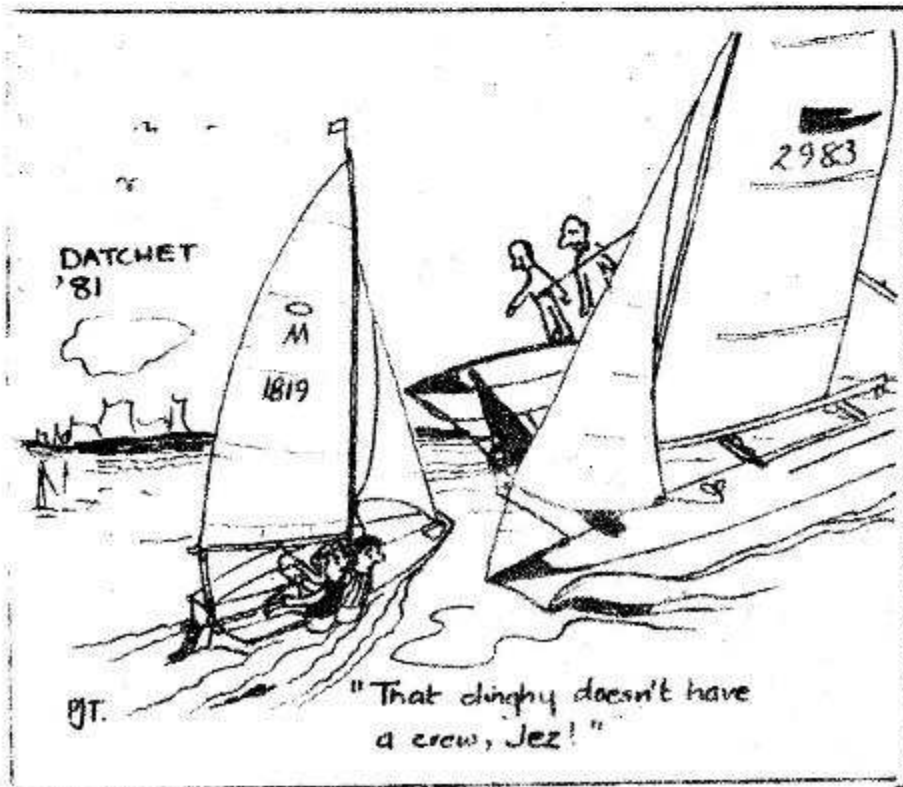
2922	G.Castle	'Shere Khan'	Draycote	$\frac{3}{4}$	2	$\frac{3}{4}$	5*	$3\frac{1}{2}$	1st
2761	C.Maxfield	'The other Women'	Winsford Flash	2	$\frac{3}{4}$	39*	2	$4\frac{3}{4}$	2nd.
561	J.Wilson	'Asterix'	Radditch	6*	4	3	$\frac{3}{4}$	$7\frac{3}{4}$	3rd.
949	I.Pinnell	'Happy Daze'	Tynemouth	4	3	2	18*	9	4th.
2713	D.Southwell	'Wizard'	Leigh	5	7*	4	3	12	5th.
3	S.Gray	'Origin of the Species'	I.C.I.(Slough)	9	6	6	18*	21	6th.
528	p.Sowden	'Tiktak'	I.C.I.(Slough)	10	8	5	18*	23	7th.
1202	H.Yule-Smith	'Criss Cross'	North Lincs.	3	10	12	18*	25	8th.
2770	R.Twining	'Aurora'	North Lincs.	15*	12	10	6	28	9th.
2905	G.Huett	'Nitram'	Draycote	14	5	9	43*	28	10th.
431	K.Price	'Spring Fever'	I.P.C.Y.C.	12	25*	15	4	31	11th.
3028	H.Barlow	'White Flame'	Draycote	39*	13	11	7	31	12th.
2599	P.Twining	'It'll never catch on!'	North Lincs	11	14	7	43*	32	13th.
2222	D.Hart	'Duckles'	King George	8	39*	8	18	34	14th.
2785	H.Prangnell	'Wizardry'	Fishers Green	7	9	20	43*	36	15th.
2776	J.Ward	'C'est la vie'	Hoveringham	13	20*	19	8	40	16th.
16	E.Jonas	'Sweet Sixteen'	I.C.I.(Slough)	17	15	17	18	49	17th.
124	C.Fischer	'Hot Dog'	I.C.I.(Slough)	20*	18	13	18	49	18th.
2533	R.Smale	'Classical Gas'	Worthing	21*	16	16	18	50	19th.
2098	A.Williams	'	Datchet	18	21	43*	18	57	20th.
1188	A.Best	'Slithy Tove'	Winsford Flash	24	17	18	43*	59	21st.
3067	R.Richardson	'Georgie'	I.C.I.(Slough)	25	30*	21	18	64	22nd.
316	D.Beere	'Paula'	I.C.I.(Slough)	39	11	14	43*	64	23rd.
2854	B.Ceasar	'Mirabelle'	Winsford Flash'	28	19	23	43*	70	24th.
2879	D.Bevan	'Miss Piggy'	Winsford Flash'	27	22	22	43*	71	25th.
932	A.Thompson	'	Datchet	26	27	26	43*	79	26th.
1458	R.Paish	'Paws'	Sogas	19	24	39	43*	82	27th.
350	R.Boere	'Squonk'	I.C.I.(Slough)	23	23	39	43*	85	28th.
2712	R.Rice	'Megemiracle'	Mid Warks.	22	26	39	43*	87	29th.
1819	A.Rennie	'Express Relief'	North Lincs	31	31	27	43*	89	30th.
1487	D.Russell	'	Datchet	39	28	24	43*	91	31st.
2467	A.Matthews	'Yachting Types'	Datchet	30	34	28	43*	92	32nd.
1336	T.Best	'Banshee'	I.C.I.(Slough)	33	32	30	43*	95	33rd.
89	L.Cutting	'Shifty'	Loughton Steeple B'y	29	29	39	43*	97	34th.
409	M.Goffe	'Wanton Too'	Datchet	16	39	43	43*	98	35th.
2003	R.Garrett	'Ambivalence'	Eling	39	35	29	43*	103	36th.
535	R.Weston	'	I.C.I.(Slough)	32	33	39	43*	104	37th.
2019	T.Pearson	'Earwego'	Mid Warks.	43	43	25	43*	112	38th.
1003	J.Bishop	'Jon-Be-And-Me'	Worthing	34	39	39	43*	112	39th.
1474	H.Came	'	Datchet	39	39	39	43*	117	40th.
829	B.Jones	'	Datchet	39	36	43	43*	118	41st.

**YOUR MIRACLE
ASSOCIATION
SUBS FOR 1981
ARE DUE**

Stop Press.

The holidays have delayed a number of articles so I'm sorry if yours has been missed.

Roy Smith's 'Transom Flaps' - the measurement from bottom or chine panel should be taken inside the dinghy.
Phit Twining



P.S.

It's all been a 'mad rush' sorry for 'pain' which should read 'paint'! and many, many, more errors.

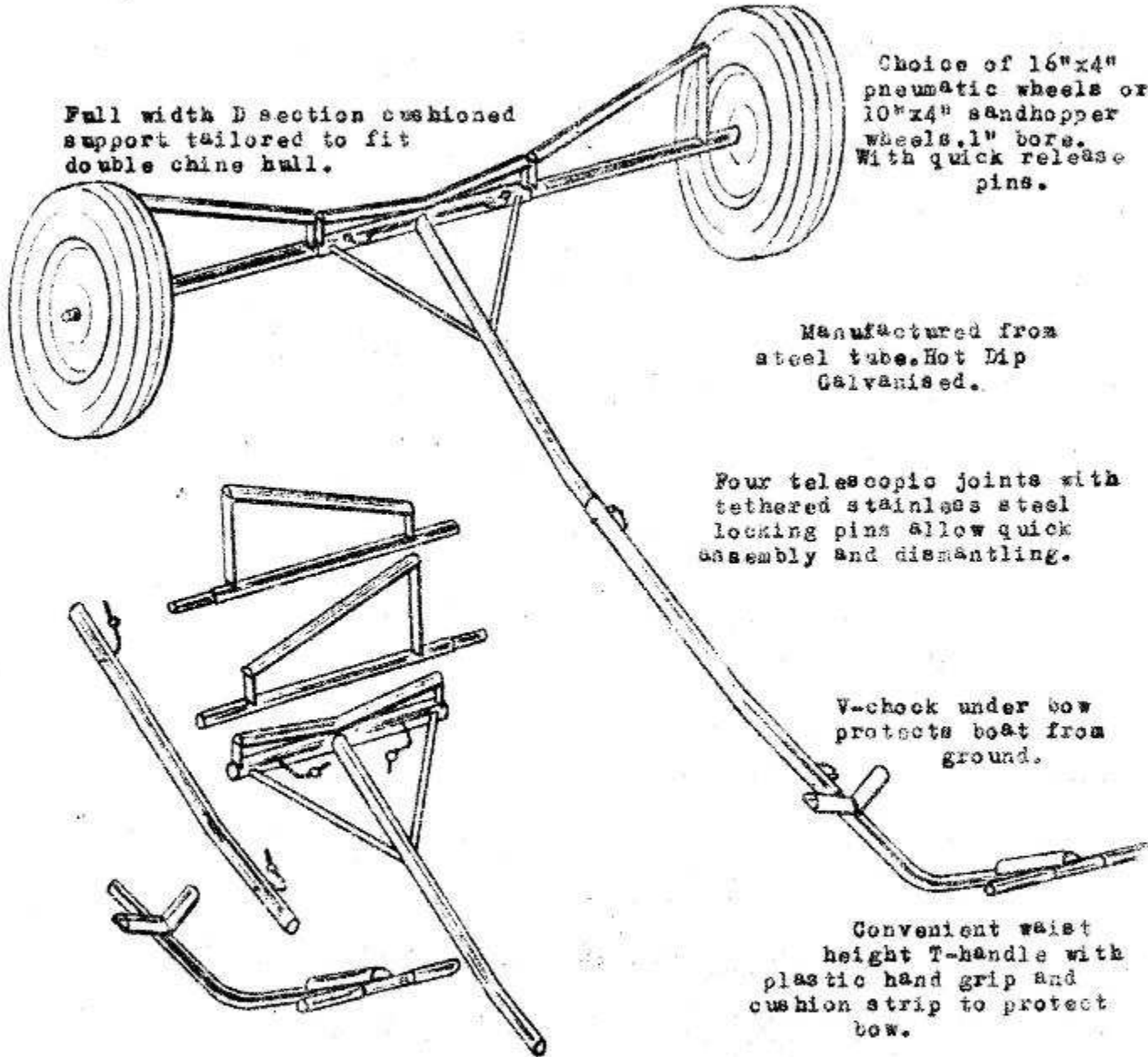
-from the manufacturers of the well known Mirrorlauncher

THE MORTIMARINE

MIRACLE LAUNCHER

NEW

The launching trolley specially designed for the Miracle, which dismantles into sections (Max dimension 40") so that it can be easily carried in the car boot or the boat hull.



Full width D section cushioned support tailored to fit double chine hull.

Choice of 16"x4" pneumatic wheels or 10"x4" sandhopper wheels, 1" bore. With quick release pins.

Manufactured from steel tube. Hot Dip Galvanised.

Four telescopic joints with tethered stainless steel locking pins allow quick assembly and dismantling.

V-check under bow protects boat from ground.

Convenient waist height T-handle with plastic hand grip and cushion strip to protect bow.

Weight approximately 45lb.

Price	-with 10"x4" Sandhopper wheels	£48.90
including VAT	-with 16"x4" Pneumatic tyres	£58.90

INTRODUCTORY OFFER - FREE DELIVERY

Trade enquiries welcome

Cash with order to:-

MORTIMARINE PRODUCTS, 104, KNOLL DRIVE, COVENTRY, CV3 5DD, WEST MIDLANDS.

Telephone 0203-415455



MIRACLE CLASS ASSOCIATION

1981 National Championships

25th JULY - 31st JULY

To be sailed under the burgee of SOVEREIGN SAILING CLUB

ENTRY FORM

Please complete in BLOCK CAPITALS

ENTRY FEE £20.00

PLEASE ENTER MY MIRACLE FOR THE NATIONAL CHAMPIONSHIPS

Sail number..... Name of boat.....

Colour of hull.....

Name of helm.....

Address of helm

.....

Name of club.....

Name of crew..... Age if under 16:

I AGREE TO BE BOUND BY THE RACING RULES OF THE IYRU, THE PRESCRIPTIONS OF THE RYA, THE RULES OF THE SOVEREIGN SAILING CLUB, THE RULES OF THE MIRACLE CLASS ASSOCIATION AND THE SAILING INSTRUCTIONS.

I AGREE TO PRODUCE ON ARRIVAL EVIDENCE OF MEMBERSHIP OF THE MIRACLE CLASS ASSOCIATION.

Signed..... Date

Cheques and Postal orders should be made payable to:-

SOVEREIGN SAILING CLUB LTD.

and sent with the completed form to :- Mr M.J.Harker, 1 Willows Rise
Framfield, East Sussex

RECRUIT A MEMBER

Are there any MIRACLE OWNERS in your fleet who do not have an '81 membership sticker on their boat?

If so why not try to persuade them to join the Association?

Please pass on this form for their use:

SUBSCRIPTION RATES	£4	FULL MEMBERSHIP
	£4	ASSOCIATE MEMBERSHIP (for those who do not own a boat)
	£5	FAMILY MEMBERSHIP (for those families who own more than one boat)

Send your subscription, payable to the Miracle Association, to

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

Please enrol me in the MIRACLE ASSOCIATION for the year ending 31st March '82

I enclose remittance for £4 FULL
 £4 ASSOCIATE
 * £5 FAMILY Membership.

*I am / am not the boats first owner. date

Boat Number (s)	
Boat Name	
Surname & initials	
House Name	
No. & Street	
Village or district	
Town	
County	
Postcode	
Club	
Telephone number	
Mr Mrs Miss Ms	
Fleet Captain?	
MEMBERSHIP YEAR	

6/81 29

*Delete as inapplicable

WARNING

Future issues of this newsletter will only be circulated to members.

IS YOUR SUBSCRIPTION PAID FOR 1981?

124
HOT DOG
FISCHER S.
21 QUEENS AVE.
STANDRE
MIDDSX.
HA7 2LE
I.C.I.SLOUGH SC
01 907 7879
MR.
81

THIS IS YOUR MEMBERSHIP RECORD

Is it correct? If the last line does not s '81' then you had not renewed your membership by 30.4.81. Your Current membership card should be GREEN.

SUBSCRIPTION RATES

- £4 Full Membership
- £4 Associate membership (for those who do not own a boat).
- £5 Family Membership for those families who own more than one boat.

IF YOU HAVE LET YOUR MEMBERSHIP LAPSE PLEASE COMPLETE THE FORM BELOW AND FORWARD IT WITH YOUR SUBSCRIPTION TO: THE MEMBERSHIP SECRETARY, JOHN WILSON, 151, FINSTALL ROAD, BROMSGROVE, WORCS. B60 3DD.
IF YOU HAVE PAID ALREADY, BUT WE HAVE AN INCOMPLETE OR INCORRECT RECORD YOU MAY WISH TO FILL IN AND RETURN THIS FORM ANYWAY. PLEASE COMPLETE IN BLOCK CAPITALS

Please/renew my membership until 31.3.82/correct my membership record/delete as applicable

I enclose remittance for

£4	FULL
£4	ASSOCIATE
£5	FAMILY

 membership.....date.
payable to Miracle Association

Beat Number (s)	
Boat Name	
Surname & initials	
House Name	
No. & Street	
Village or district	
Town	
County	
Postcode	
Club	
Telephone number	
Mr Mrs Miss Ms	
Fleet Captain?	
MEMBERSHIP YEAR	